



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Fall 2009 - Issue 34-2



*Pan American World Airways Douglas DC-7B at New York Idlewild
Photograph by Allan Van Wickler*

The World of Pan American

**Our Tribute To
One Of The
World's Greatest
Airlines!**



**Feature Article!
Timetables!
Dinnerware!
Postcards!
Wings! And More!**

Airliners International 2009 Photo Contest Winners



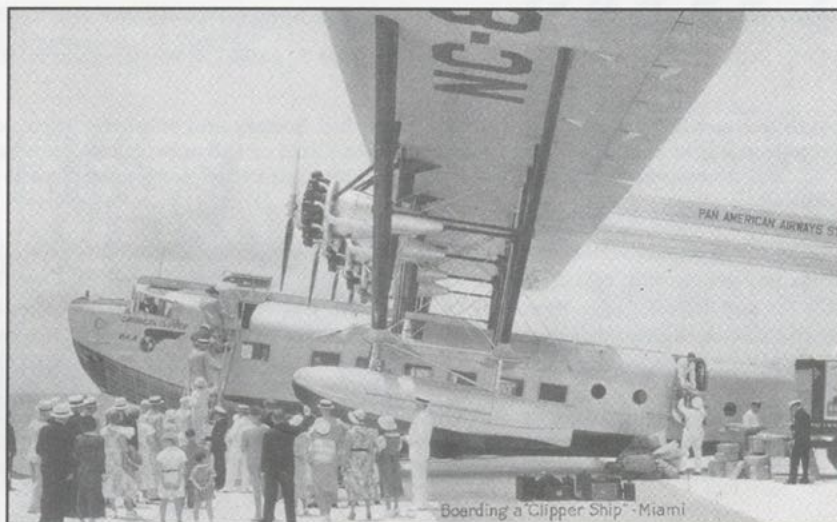
1st Place Air: Darrell Gilstrap. Flowery Branch, GA. Winair Islander arriving at St. Maarten from one of the nearby islands.



1st Place Ground: Eric Hillyer. St. Petersburg, FL Old ORD observation deck – North Central Convair 580, Delta 747-100, American 707 rolling by. September 1971.

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Pan American Sikorsky S-40 boarding in Miami. Airline Issued Postcard - WAHS Collection

WORLD AIRLINE HISTORICAL SOCIETY, INC.

P.O. Box 489

Ocoee, FL 34761 USA

www.WAHSONline.com Email: Information@WAHSONline.com

Fax: 1.407.522.9352

The mission of the World Airline Historical Society is to encourage and facilitate through private and public collections the preservation of memorabilia representing the world's commercial airlines. The Society also helps document the histories of aircraft, airports, and air carriers.

Membership in the Society includes a free subscription to *The Captain's Log* (the Society's educational journal published in July, October, January, and April), priority vendor table selection at the Society's annual Airliners International Collectibles Show and Convention, and other benefits as announced in *The Captain's Log*.

The World Airline Historical Society also endorses and supports a number of regional aviation-related collectibles shows held throughout the year.

The Membership year begins July 1. New members joining at other times during the year will pay a full year's membership, and will receive all copies of *The Captain's Log* from the previous July 1 through the following June 30th. Annual dues are based on your mailing preference for receiving your free subscription to *The Captain's Log*.

USA	\$30 Permit Mail; \$40 First Class Mail
Canada	\$35 Air Mail
International	\$45 Air Mail

The World Airline Historical Society is incorporated in Florida, and has been declared a 501(c)(3) not-for-profit corporation.

Captain's Log Editorial Team

Editor	WILLIAM M. DEMAREST	P.O. Box 489, Ocoee, FL 34761
Timetables	DAVID KELLER	1965 Danelle Drive, Florissant, MO 63031
Playing Cards	FRED CHAN	P.O. Box 2744, Sequim, WA 98382-2774
Dining Service	RICHARD R. WALLIN	P.O. Box 22, Rochester, IL 62563-0022
Cocktail Items	AL S. TASCA	19836 SW 118 Ct, S. Miami Hts, FL 33177
Wings	CHARLES F. DOLAN	1757 Landrum Lane, The Villages, FL 32162
Jr. Wings	STAN BAUMWALD	1242 NW 102nd Way, Coral Springs, FL 33071
Postage Stamps	JIM EDWARDS	81 South 1790 West Circle, St. George, UT 84770
What Is It?	KEN TAYLOR	R.R. 7, Calgary, Alberta T2P 2G7 CANADA
Postcards	MARVIN G. GOLDMAN	142 West End Ave Apt 29P, New York, NY 10023
Stickers & Labels	DANIEL KUSROW	153 Benziger Avenue, Staten Island, NY 10301
Aircraft Models	KEN MILLER	990 Springfield Drive, Campbell, CA 95008
Photography & Slides	JOE FERNANDEZ	P.O. Box 2650, Kyle, TX 78640
Safety Cards	FONS SCHAEFERS	Verloreneind 3, 1464 GC Westbeemster, NETHERLANDS

All members of the editorial staff are members of the World Airline Historical Society and volunteer their editorial time. Material for possible publication is always welcome and should be sent to the Editor-in-Chief or the appropriate section editor. No remuneration can be made for such material, and no responsibility for it is accepted, although every effort will be made for its safe handling. All contributions are subject to editing.

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From The Flight Deck

Welcome Aboard!

What an awesome convention we had in Orlando, Florida this past July. Bill Demarest and his crew delivered an absolute homerun! I have heard many glowing comments about AI 2009. The best one was from a convention attendee who told me "This is how a convention should be". I think the bar has been raised a bit, as it should be from year to year, as we all learn how to do a convention better. Next year will be our 34th anniversary, a milestone that we can all take credit for and be proud of.

A high point during the Society convention in Orlando, was the auction and sale of the Robert G. Bonyman Memorabilia Collection. Mr. Bonyman, an Engineer for Westinghouse, had amassed quite a collection of airline items during his lifetime. He stated in his trust that the collection was to go to the World Airline Historical Society upon his passing. The Society has realized over \$7,000.00 in sales and donations from this Trust to date. This is a perfect example of what any member can do to insure that their collection will be treasured for years, and is not discarded.

For those of you who have not heard, our convention for 2010 will be in greater New York metropolitan area. Jeff Matera and his well seasoned team are hard at work on what Jeff states will be "The best convention the World Airline Historical Society has ever had". Go to www.AI2010NYC.com to see for yourself what they have planned for us, and to get all the details. Prepare to be overwhelmed and impressed!

We have received approval from the former owner of the trademark "Airliners International" to adopt it as our own. Your Board of Directors has begun the regulatory process to seek ownership of this trademark. We anticipate using this term will help attract more members from all age groups to the Society.

A very special recognition goes to one of our Worldwide Ambassadors, Mr. Daniel Vrolijk in Aruba. What an example he is for being an outstanding Ambassador for the Society! During fiscal year 2009, he brought the World Airline Historical Society no less than seven (7) new members. Thank you Daniel! You make us all want to do better, and we are proud to have you in the Society!

It is with sadness I report the passing of members Joop Gerritsma, Joe Turner and Joe Valachovic. Often, I do not comment on the passing of members for it seems I usually find out many months after they have gone. We miss all our former members and their contributions to the Society.

As always talk up the Society, our future depends on it,

Duane Young, President., President@WAHSONline.com,
P.O. Box 101, Covington, LA 70434

Duane L. Young



Flying Ahead...With The Log

Issue 34-3 ~ Rotors & Floaters
Issue 34-4 ~ New York! New York!
Issue 35-1 ~ Aircraft over Britain
Issue 35-2 ~ Before The Fall—
The Airlines of Eastern Europe



AI 2009 Photo Contest Winners

Special thanks to event coordinator Wally Wilson

1st Place Air: Darrell Gilstrap. Flowery Branch, GA. Winair Islander arriving at St. Maarten from one of the nearby islands. (See inside front cover.)

1st Place Ground: Eric Hillyer. St. Petersburg, FL Old ORD observation deck - North Central Convair 580, Delta 747-100, American 707 rolling by. September 1971. (See inside front cover.)



2nd Place Air: Roger May. Surrey, UK. Singapore A380 take-off at LHR, new control tower and A380 pier in background.

2nd Place Ground: Dave Campbell. Boca Raton, FL. US Airways N947UW landing CLT.



3rd Place Air: Dave Campbell. Boca Raton, FL. Iberia A340 EC-IIH seen landing MIA in beautiful afternoon sun January 2009.

3rd Place Ground: Eric Hillyer. St. Petersburg, FL. NW 757-200 N502US built 1985, TPA 36R. December 4, 2007. Photo taken from economy garage.

Spirit of Flight: Darrell Gilstrap. Flowery Branch, GA. Clear blue sky for this JetBlue A320. (See inside back cover.)



Air Mail Label - Henk Heiden Collection

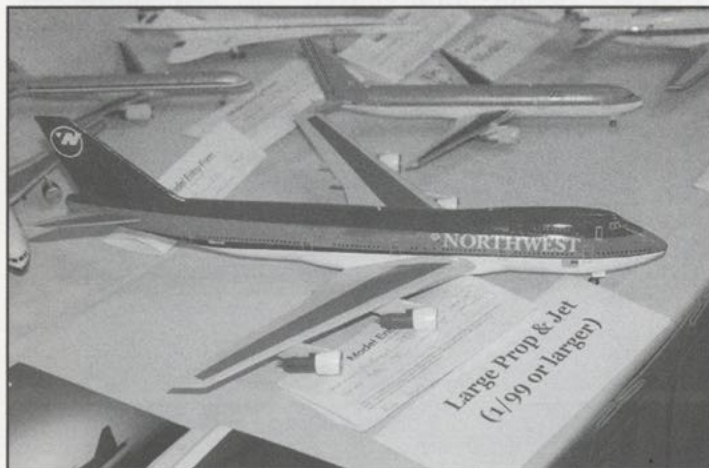
(Continued on page 6)



AI 2009 Model Contest Winners

Special thanks to event coordinator Ken Miller

Large Jet



1. Heller 1/125 Northwest 747 Andrew Stiffler
2. Doyusha 1/100 Delta 767-300 Al Evans
3. Doyusha 1/100 Delta L1011 Al Evans

Medium Jet



1. 1/144 Asiana 767-300 Al Evans
2. Revell F100 1/144 Air France Andre Piovan
3. Minicraft 737-400 Varig Andre Piovan

Small Jet

1. Hasegawa Skyservice A319 1/200 Mark Hooper
2. Hasegawa Korean 747-400 1/200 Dave Asher
3. Hasegawa Virgin 747-400 1/200 Dave Asher

Conversion Vacuform

1. Eastern Electra 1/144 Dave Kessler
2. Midwest 717 1/200 Charles Howard
3. American 767 w/winglets Charles Howard

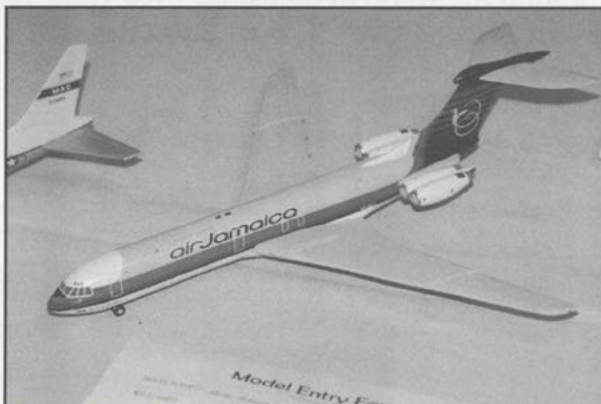


Winner - Small Jet Category



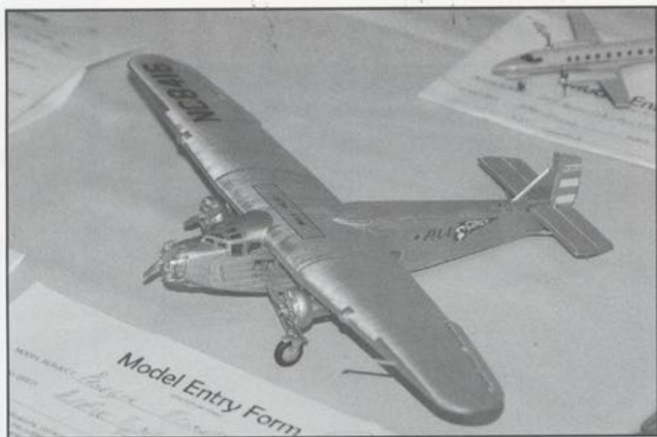
Winner - Conversion Vacuform Category

Flights of Fancy



1. Air Jamaica VC10 1/144 Bob Venditti
2. Lufthansa Hypersonic 1/200 Airliner Ken Miller
3. Pan Am Boeing 2707-200 1/600 Ken Miller

Props



1. Panagra Ford Trimotor 1/72 Andrew Stiffler
2. PBA DC3 1/144 Ken Miller
3. Rio Metro 1/144 Ken Miller

Diorama



1. Miami International Concourse 3 1961 1/144 Jaime Diaz
2. Eastern 727-100 1/144 Jaime Diaz
3. "Around the World in 80 Planes" New Hong Kong International Airport 1/500 Brian Keene

Judges Best of Show

Hasegawa Skyservice A319 1/200 Mark Hooper

Most Popular

Hasegawa Korean 747-400 1/200 Dave Asher



Airliners International 2009 Photo Contest Winners Continued

(Continued from page 4)

1st Place Aerial: Eric Hillyer. St. Petersburg, FL.
Aboard DL 757-200 N668DL holding near Atlanta
January 19, 1998. (See inside back cover.)



2nd Place Aerial: Eric Hillyer. St. Petersburg, FL.
Aboard DL 757-200 N654DL northbound over Mt.
Shasta, CA at 39,000 feet. August 5, 1997.



3rd Place Aerial: Wally Wilson. Alexandria, VA.
Arrival into DCA onboard a Midwest Airlines Boeing
717 returning from Airliners International 2005.

AI 2009 Trivia Contest

Presented by Jim "JET" Thompson. Questions to torment us produced by Jim "JET" Thompson and George W. Cearley, Jr. Sponsored by Mainliner Models & Mike Chew

The Questions:

1. Which airline advertised that "We Turned Florida into an Airline"?
A. National B. Air Florida C. Florida Express D. Trans-Florida E. Dolphin
2. Which Airline provided the first pure jet flights at Orlando McCoy?
A. Pan American B. Eastern C. United D. Delta E. National
3. What aircraft type was used on the 1st Pure Jet flights at MCO?
A. Sud Caravelle B. Boeing 720 C. Comet D. Douglas DC-8 E. Convair 880
4. Which Airline flew the first scheduled Douglas DC-9 service in Florida?
A. TWA B. Delta C. Eastern D. Southern E. Northeast
5. Which of the following aircraft did not service close in Jacksonville Thomas Cole Imeson Airport?
A. Caravelle B. Convair 880 C. DC-8-61 D. All of them E. None of them
6. The first scheduled pure jet transatlantic flights from Miami to Europe were provided by which aircraft type?
A. Boeing 707 B. DeHavilland Comet C. Douglas DC-8 D. Boeing 747 E. DC-10
7. What year was the 1st Jet -Powered Airline service introduced in Florida?
A. 1958 B. 1959 C. 1957 D. 1956 E. 1960
8. What aircraft provided the service in the question above?
A. F-27 B. L-188A Electra C. Viscount D. Boeing 707 E. Douglas DC-8
9. What was the Radio Call sign for Air Florida?
A. Air Florida B. Beach C. Sand D. Sun E. Palm
10. What airline did Capt. Eddie Rickenbacker work for before he worked for Eastern Air Lines?
A. TWA B. National C. Florida Airways D. Pitcairn E. Pan American

Tie Breakers:

1. How many Fokker F-27s were built, including all models but not including Fairchild aircraft or F-50's?
2. How many active (in service) aircraft does United Airlines have listed in the 2008/2009 issue of JP Airline Fleets International?

The Answers:

1. A = National in the 1970's
2. D = Delta
3. E = Convair 880
4. C = Eastern on their Inaugural DC-9 service 6-1-66 ATL-MIA.
5. D = All of the above
6. B = DeHavilland Comet 4C by Mexicana-Guest (Pool Service) MEX-MIA-MAD
7. A = 1958
8. C = Viscount - Capital Airlines just 10 days before National Airlines began Boeing 707 service.
9. E = Palm
10. C = Florida Airways

Tie Breakers:

1. 588 According to The Aviation Hobby Shop book.
2. 362

The Winners:

- 1st Phil Brooks with 7 correct
2nd Mike Adkins with 5 correct & closest on the Tie Breakers
3rd Marvin G. Goldman with 5 correct
Best Effort Award with 0 correct & the farthest off on the Tie Breakers - Dick Wallin.

AI 2009 Postcard Contest Winners

Gold Award - First Place - Bill Baird. "Convair 240/340/440/580/600s"

Silver Award - Al Canales. "Airports in the Lone Star State".

Silver Award - Bruce Charkow. "Flying to Catalina on a United DC-3".

Bronze Award - Allan Van Wickler. "DC-3 Domestic Beauties" and "Pan Am Interiors".

Bronze Award - Jack Greenbaum. "PAA in the Beginning".

Pan American World Airways, Inc. *A Personal Retrospective*

By Allan Van Wickler
amvwdsvw@comcast.net



Shot from the jump seat of a Boeing 377 over Rhode Island coming on down from northern skies on the way LON/IDL. Condensation pouring down on us all; stewards brought blankets for us. Probably 1958. Photograph by the author.

Pan American World Airways. We always railed against "Pan Am Airlines", although Pan Am became perfectly acceptable as a moniker.

"World's Most Experienced Airline"

"First across the Atlantic First Across the Pacific First in Latin America First "Round the World"

"The System of the Flying Clippers."

Normally people ask me why Pan Am failed. It's their first question. My simple answer; "Juan Trippe retired." His replacement was the head of the Overseas Division, Captain Harold Gray, who might well have been successful. He died of cancer within a year.

After that, there was a procession of not so bad, not so good, and there were numerous desperate attempts to save the company.

Yes, there were real pressures on the bottom line, and Trippe's purchase of the 747 and its allied costs was a major factor early on. It didn't help that he was hated in Washington, DC, by our ever lovin'

politicians, because he was a hell of a lot smarter than any of them and normally managed to circumvent any objections they might have. But they finally got him in the Trans Pacific route case in the late 50's where PAA received only the IDL/TYO non-stop route while a host of other carriers was allowed to enter the Pacific region.

Another situation was that Pan Am was NEVER allowed to enter the domestic USA scene. Ever. Read: feed. A nail in the coffin was the purchase of National Airlines in 1980. The purchase price had been 'kited up' to \$400,000,000 which just about broke the bank. This was accomplished by corporate raider Frank Lorenzo, one of the most hated men in the history of the U.S. airline industry. It was a desperate move for domestic feed brought on by deregulation, a gift of Alfred Kahn and our Washington DC friends. (They must know something about something!)

Deregulation was murderous! All the U.S. carriers were allowed any routes they wished and we still suffer the terrible turmoil in the industry brought on by such stupidity.



Pan American World Airways Douglas DC-8-30 at Curacao, circa February 1962.

Yes, perhaps the final blow was the utter agony of the Boeing 747 explosion over Lockerbie, Scotland. It finally took the last wind out of the sails, so to speak.

I'm proud to say I sold for Pan Am, was sold to by Pan Am and finally sold to Pan Am. The last was the most difficult as the carrier was heading into oblivion. I would lunch with some of them and see the stress lines and red faces of very difficult management decision making (pressure) that was going on. A close friend and one of PAA's best employees (I kid you not) exited the company after he cold cocked a travel agent over the Pacific Ocean one fateful evening. Probably with good cause.

After PAA emerged in 1927 under the leadership of Juan Trippe, and for more than the next 50 years, the company scored so many firsts that one couldn't outline them all even in the space of a lead article!

Technically, Trippe had Charles Lindbergh by his side plus an old Dutchman by the name of Andre Priester, that truly and virtually unilaterally set the stage for aeronautical advancement, at least in the area of international aviation. Their insistence on improvement, quality, safety, increased ability and so on led to the Sikorsky S-38 in 1928, which led to the S-40, which led to the S-42 and the S-43. Then, he switched to Martin for the glorious Martin M-130. (He'd planned for transatlantic but met with total recalcitrance by the British until they had developed a competitive aircraft.) So the China Clipper took off from the Left Coast for Hawaii, Midway, Wake, Guam and Manila. Trippe "found" the islands himself and developed them, just in time for the U.S. Navy to use them in WW II. This is another story, of course.

It should be recalled that this was incredible news in 1935 and competed directly with Hitler for front page coverage. This was topped in 1939 by certainly

the most beautiful and technologically advanced aircraft of its time, the Boeing 314, after Trippe, Lindbergh and Priester amongst others had negotiated, wheedled and otherwise demanded of Bill Boeing and Wellwood Beale.

All the Pan Am aircraft (it eventually reached approximately 1,000 in total) were called "Clippers". A perfectly romantic tie-in, still admired to this day. Even Joe DiMaggio was called the "Yankee Clipper."

In 1955, Trippe surprised the entire airline world by ordering the Boeing 707 (after demanding a widening of the fuselage in order to accommodate 3 abreast seating on both the port and starboard sides.) And the Douglas DC-8 as well, over their protestations out in Santa Monica. The entering of the jet age was on us.

In 1966, Trippe ordered the Boeing 747. 'Nuff said.



Boeing 747 at Munich in the early 1980s.

So many engineering and technical firsts, it makes your head swim. But there were many marketing firsts along the way as well, such as the introduction of Economy Class over the strong protests of the entrenched European carriers. This came shortly after Pan Am's introduction of regularly scheduled transatlantic jet service to the continent of Europe in 1958. I've always loved the SAS reply to Pan Am's agreed upon bare bones sandwich. They put on an immense smorgasbord, PAA complained, and it became a brouhaha called "The Battle of the Sandwich." SAS won that PR battle, I'll tell ya.

I should add an important paragraph here with all thanks and respect to Lockheed, Douglas, Boeing and Convair for their important contributions in the decade following WW II. Lockheed provided PAA with the L-749 which originated the company's 'Round the World flights in 1947. Convair came through with their CV-240 shorter range offering totaling some 20 aircraft. The supreme Boeing B-377 Stratoclipper (Stratocruiser), totaling some 29 aircraft,



Pan American DC-3 Navigational Trainer at IDL, in the new livery yet, circa 1958.

ruled the skies in comfort and luxury. But, Douglas Aircraft Company took the cake and formed the basis of the fleet even past 1958. Yes, the ubiquitous DC-3 kept on trudging, the new DC-4 had proven its worth in the late stages of the war and was a harbinger for increasingly effective airframe/engine combinations in the DC-6A, DC-6B, DC-7B (the newest when I first joined the company in 1955) and the DC-7C. Again, backbones of the Clipper fleet for the period 1945-1960 or so.

Pan American at War

I'm not sure the complete story of WW II involvement will ever be properly told. Clipper flying boats were shot up, destroyed, made it home by the skin of their teeth in the Pacific in the beginning. Remember again that it was Juan Trippe that set up the islands in the Pacific as waystops before WW II even started. Wake and Guam were captured; Midway was saved by a tumultuous battle that turned the tide eventually in the Pacific.

The Boeing 314 (Yankee Clipper, Atlantic Clipper, etc.) served as the Allies chief method of air transportation across the ponds. They were positively invaluable.

Unknown to most was the terribly important supply route from the USA down through the Caribbean to Natal, Brazil and thence across the pond to West Africa. That was just the beginning of the arrangement between Winston Churchill and Juan Trippe. The tale of PAA setting up bases across deepest, darkest, pestilence ridden Africa is bone chilling in its complexity and it was done in a matter of a few months. Just in time, for example, if I remember correctly, for fuses to be delivered to Field Marshall Montgomery to begin the western movement from El Alamein.

There were over 1,000 personnel involved in this strenuous 1942 effort which extended from French

West Africa to Khartoum, and thence north to Cairo. AND, on eastward to Tehran and Karachi. And even further, to commence the operation over "The Hump." After the Boeing 314 came the C-53, DC-3, DC-4, the B-24 and the C-87-the single tailed cargo version of the B-24- which kept my old PAA boss, Stanley Washburn, Jr., busy during those years.

Let alone all the training of UK and US flight crew personnel.

Obviously, there were company efforts during the Korean War and there was much work in support of our involvement in the Vietnamese conflict, including transport of troops to and from the USA as well as R and R flights. A personal friend here in Charlottesville, an F-4 jock, had a poignant memory of a gaggle of some 5 or 6 guys he travelled to Saigon with via PAA 707. He would then point out in his old 35mm photo show the three, in the photograph of arriving at Tan Son Nhut, that didn't make it home.

The Prologue is Past.

When I came into the business in 1955, it was not a mature industry. More than half the travelers across the Atlantic still went by steamship! By and large, I thought that most PAA management were Yalies; how else could one afford to work there without supplemental income from Mom and Dad. I adored and learned from most of them. Not all of course. I think we all felt we were making an immense contribution to better communications between the world's peoples. Truly a grand group of dedicated people.

Begging your indulgence, I want to pay my respects to Archie Leonard, Stanley Washburn, Jr., George Moore, Murray Barnes, Min Miller, Dave Parsons and Harvey Katz. All first among numerous equals!



The epitome of commercial aviation in 1955. Taken at the maintenance tarmac at IDL. This is a brand new DC-7B in the new global insignia.

In Memory of Joop Gerritsma



Joop receiving a special award at Airliners International 2001 in Miami.

The Society was saddened to learn of the passing of Joop Gerritsma, *The Captain's Log* Feature's Editor and former Editor, on July 5, 2009 after a short illness. Joop guided the Log from its infancy under Paul Collins to the publication that you see today. We will miss his journalistic skills and attention to detail on everything he wrote. Our condolences go out to this family. **Bill Demarest**

It was with sadness that I learned about the death of fellow collector Joop Gerritsma of Welland (Ontario, Canada), who was a long time member of the WAHS. Joop passed away on 5th July 2009 at the age of 68. From boyhood on, he developed a kind of encyclopedic knowledge of aircraft and airlines. His love for commercial aviation was infectious. Joop subscribed to many aviation magazines, and published articles in quite a lot of them, both in the US and Europe. Within the WAHS, Joop was the long time editor of the *Captain's Log*, writing many articles for the Log himself as well. After he resigned as editor of the Log, he became the feature editor for the lead article for our publication.

In particular, Joop was an expert on the history of Dutch aircraft manufacturer Fokker. In 2005 he wrote a book about the history of the Fokker F.27 Friendship in Dutch. Last year, he was one of the seven main authors of the (450 page) book "100 jaar vliegen voorbij" ("100 years flying beyond"), that was published for the occasion of the 100th anniversary of motorized flight in The Netherlands in June 2009. In there, he wrote a 54 page chapter about the Dutch commercial aviation. He already had the manuscript ready for a book about the Fokker F.28 Fellowship.

Joop was a journalist in his working life with a 'good pen' as they say in The Netherlands, where he was born. This is said about someone who is gifted with very good writing skills. He emigrated to Canada in 1969 and became a Canadian citizen. He worked there for 33 years as an editor and reporter, mostly for *The Tribune* (daily) in his hometown Welland. A former colleague recalled that Joop "had a boyish enthusiasm about him that was charming and was spread through the newsroom. Having also a child-like curiosity and wanting to know things, were two of the characteristics that made him such a good reporter."

I met Joop during a number of Airliners Shows in the US and in his home at Welland. Traveling in New York State and around Niagara Falls was always a nice excuse to 'go the extra mile' to visit Joop and to talk about our common hobby. He visited me in Holland as well where he, of course was particularly interested in my Fokker files. Joop was the husband of Elly and father of Peter, Brenda and David. He will be greatly missed.

Henk Heiden

Flying Stamps

By Jim Edwards

It seems natural that since Pan American spanned the globe that we would see postal covers and stamps from around the world with PA aircraft. Here are a few examples for your enjoyment!



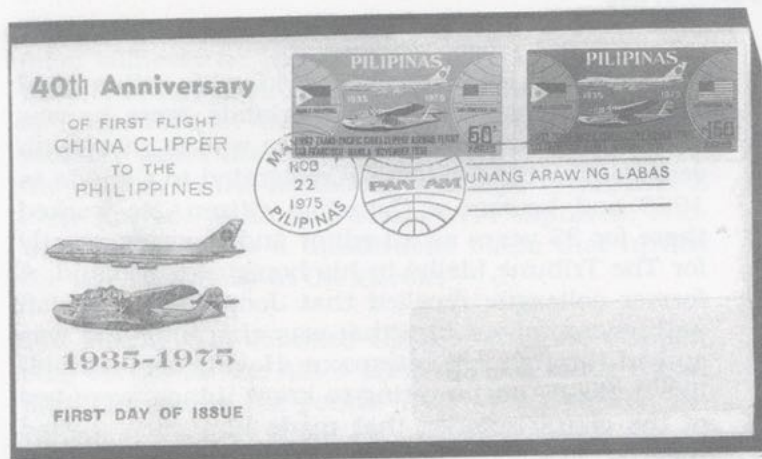
GRENADA celebrated the opening of the Pt. Saline Airport and inauguration of service from there to New York by Pan Am with this postal stamp in 1985. A Pan Am L-1011 is pictured here.



The 50th anniversary of the first jet flight was celebrated in 1989 with this Pan Am Boeing 707 stamp issued by Antigua & Barbuda.



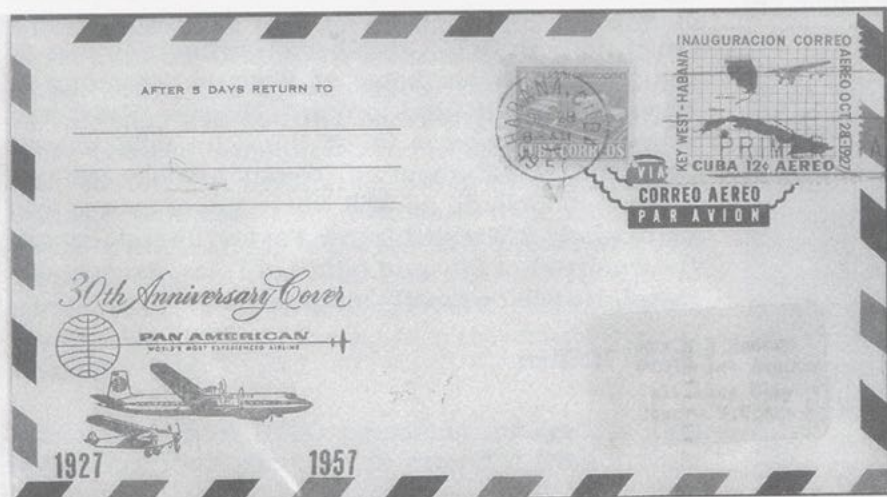
This 1977 issue by Hungary features a Pan Am Boeing 747. Hungary issued a set of stamps celebrating the airlines of the world.



(Left) The Philippines honored the 40th anniversary of the first Pan American "China Clipper" flights to Manila with this 1975 First Day of Issue postal cover.



(Above) The United States Postal Service issued this airmail postcard in 1991 featuring a beautiful rendition of the Boeing 314 "Yankee Clipper".



(Left) Cuba in 1957 issued this stamp in recognition of the 30th anniversary of airmail service between Key West and Havana.

The World is Coming to New York
August 12 - 14 , 2010 !

**AIRLINERS
INTERNATIONAL
2010
NEW YORK**



Come visit the world's largest gathering of airline enthusiasts as they meet for the first time in the New York City area, August 12-14, 2010. The location is the newly remodeled Robert Treat Hotel (www.rthotel.com - 973-622-1000) in Newark, New Jersey USA. General Admission is \$10 per day and Children under 12 accompanied by an adult are free. Information regarding attendance and vendor packages is now available on our web site. Call the hotel for special convention rates as low as \$95 per night starting August 10 thru August 15.

- Special Self Guided Tours of EWR, JFK, LGA
- Special Rates for Intrepid Museum
- Tour of NJ Aviation Hall of Fame
- Model , Postcard, Photo and Slide Contests
- Special Discount fares:

Continental Offer Code ZFEJCCR XK5 to EWR
American Offer Code A2480AA to EWR, LGA, JFK, HPN

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Timetables

By David Keller

dkeller@airlinetimetables.com

Pan Am's World

On October 18, 1927, Pan American Airways took flight with a departure from Key West to Havana. (Only Air Mail was carried on this flight, as passenger service was started the following January.) From these humble beginnings, the carrier would pioneer routes throughout Latin America and across both the Atlantic and the Pacific, spanning the globe and easily becoming one of the most recognizable names in air transportation.

Since the aircraft available in the late 1920's and early 1930's did not possess trans-oceanic range, Pan Am's initial route expansions were south of the border. The carrier pieced together a sizeable route system in the Caribbean, Central and South America both through route awards and by acquiring some of the small carriers in the region that were struggling to survive. The piece dated December 1, 1931 cannot be considered a "timetable" since it only shows the days of the week services were operated on the various routes in Pan Am's system. Buenos Aires was a mere 9 days travel from the US! This item also states that the carrier operated 104 "Modern multi-motored airliners".

Pan Am sought additional expansion opportunities, both in Latin America and elsewhere. The timetable dated November 1, 1935 shows service in Alaska (operated by Pan Am's subsidiary Pacific Alaska Airways) and China (operated by China National Aviation Corp., in which Pan Am was a major investor). This item also has some nice photos of the various types of aircraft being operated at the time.

Pan Am later acquired routes across the Atlantic, and increased its presence there in 1950 with the acquisition of American Overseas Airlines. The timetable dated November 1, 1950 shows Stratocruisers and Constellations operating service to Europe. This timetable also reflects the carrier's global reach as it was now operating as "Pan American **World** Airways". Pan Am affiliates operated extensive domestic systems in Cuba, Colombia, Ecuador, Mexico, Brazil and Bolivia. Services in China were no longer included, as they were terminated with the Communist takeover of that country.

By the dawn of the jet age, Pan Am was operating a fleet of Stratocruisers, DC-7's, DC-6's and DC-4's. Despite the legendarily luxurious accommodations



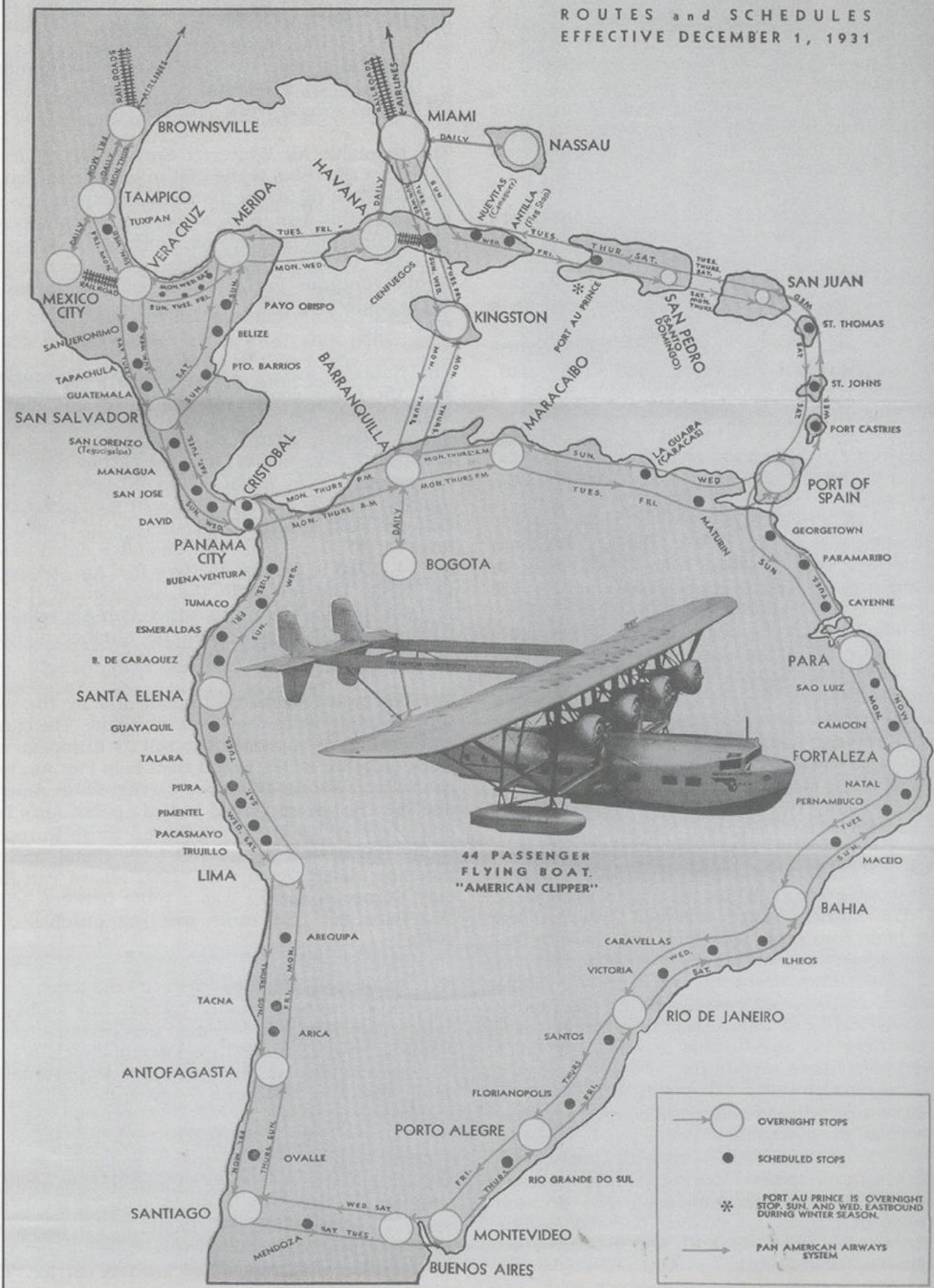
December 1, 1931

offered by the Stratocruisers, the shorter flight times offered by the DC-7C's were evidently more appealing and the Sevens began operating more of the trans-oceanic services. In the March 1, 1958 timetable, some Stratocruisers had been deployed on local services between Seattle and Alaska.

While TWA became the first US carrier to operate an all pure-jet fleet in April of 1967, Pan Am was the first to operate all their scheduled services with pure-jets and was doing so by the beginning of 1967. (However, propeller equipment was still being used for charter flights, many of which were R & R services for Vietnam servicemen.) The timetable dated April 1, 1966 shows some of Pan Am's last scheduled propeller-driven services, with DC-6's operating routes in Germany (sharing the duties with 727's, which would soon replace them) and DC-7's handling some local segments in South America.

PAN AMERICAN AIRWAYS SYSTEM

ROUTES and SCHEDULES
EFFECTIVE DECEMBER 1, 1931



As one of the pioneers in the airline industry, Pan Am continued that tradition in the mid-1960's by placing an order for Boeing's giant 747. The first revenue flight of the new type took place on January 22, 1970 (having been delayed past midnight from the previous day). Pan Am's January 1, 1970 timetable was the first to feature a cover photo of the 747, even though it does not appear in the schedules. The February 1, 1970 timetable does show the 747 operating between New York and London.

Pan Am's May/June/July 1972 issue (effective April 30, 1972) represents one of my favorite timetable "oddities". What appears to be an attractive but unremarkable cover photo when folded normally, displays an image that I have heard described as a "death head" when unfolded, courtesy of the mirror image on the back cover. I have been told that the person responsible for the cover was fired, and another timetable was issued earlier than planned to replace this one. (Indeed, this timetable was supposed to be in effect until July 31, 1972, but a new one was issued with a July 1 effective date. It did not have a mirror image of the front cover on the back cover!)

Shortly after the introduction of the 747, Pan Am began looking for a type with even longer range, to allow nonstop service on routes where that was not then possible (particularly across the Pacific). Boeing developed a shortened version of the 747, known as the 747SP (for Special Performance) with longer range than the standard-length 747. The timetable dated April 25, 1976 shows Pan Am using the new type to operate a daily New York-Tokyo nonstop service, which required a staggering (at that time) 13 hours and 40 minutes for the west-bound trip.

From its earliest days, Pan Am was seen as the US flag carrier on international routes, but prohibited from operating domestic services. However, following the conclusion of World War II, a number of other US carriers were awarded international routes, often competing with Pan Am. Despite facing additional competition, the regulations forbidding Pan Am from operating any domestic flights continued. As the years passed and the other carriers became better at using their international and domestic networks to feed one another, Pan Am's market share began to dwindle. Finally, following the passage of the Airline Deregulation Act in 1978, Pan Am was permitted to operate domestic services. By this time, the other major airlines had developed extensive domestic networks, and the money required for Pan Am to develop a competitive domestic system would have been immense. The decision was made to acquire an existing domestic airline rather than start from "scratch", and the carrier set its sights on National Airlines. National was an at-

tractive takeover target, and Texas Air Corp (parent company of Texas International Airlines) was interested as well, which led to a bidding war between the two. Pan Am came out the winner in the bidding war, and Texas Air Corp made a huge profit on its holdings (which enabled it to purchase Continental Airlines several years later.)

The timetable for Winter & Spring 1980 (effective February 15, 1980) is the first to show both Pan Am and National flights in the same timetable. As displayed on this item, both names and logos appeared on the first few post-merger timetables. A "Special Message" to passengers indicated that both airlines would continue to use their existing terminals, ticket counters, gates and flight numbers for the time being.

The National merger and other issues associated with the newly competitive airline environment resulted in Pan Am racking up huge losses in subsequent years. Many of National's routes were dropped to save money, and the carrier began selling assets to stay afloat. After 50 years of operations in the Pacific, Pan Am sold its Pacific route network (and a number of aircraft) to United Airlines for \$750 million. The timetable dated February 11, 1986 is the first to show Pan Am stripped of its Pacific Division (with the exception of the Los Angeles to Honolulu route, which Pan Am retained). Unsurprisingly, it promotes the number of European destinations served by the airline.

The downward spiral continued, and by the early 90's Pan Am was in desperate straights. The carrier entered into an agreement to sell its European network to Delta, which would then help Pan Am reorganize into a smaller carrier serving Latin America and the Caribbean. United picked up Pan Am's London operations. Delta purchased those European routes (along with the aircraft to fly them), and the timetable dated October 27, 1991 shows Pan Am's only European service was a route between Miami and Paris (as that route was not purchased by Delta.)

Pan Am needed additional cash to keep it going as it reorganized into a smaller carrier, but Delta lost faith in the reorganization plan and declined to provide the required funds. On December 4, 1991 the last revenue Pan Am flight landed at Miami International, just over 100 miles from where it all started some 64 years before.

A name with as much public recognition as "Pan Am" could never be simply allowed to fade into history, particularly since it was considered a valuable asset of the failed carrier. Rights to the name and logo were purchased by an investment group with the intention of starting a new low-fare carrier. This

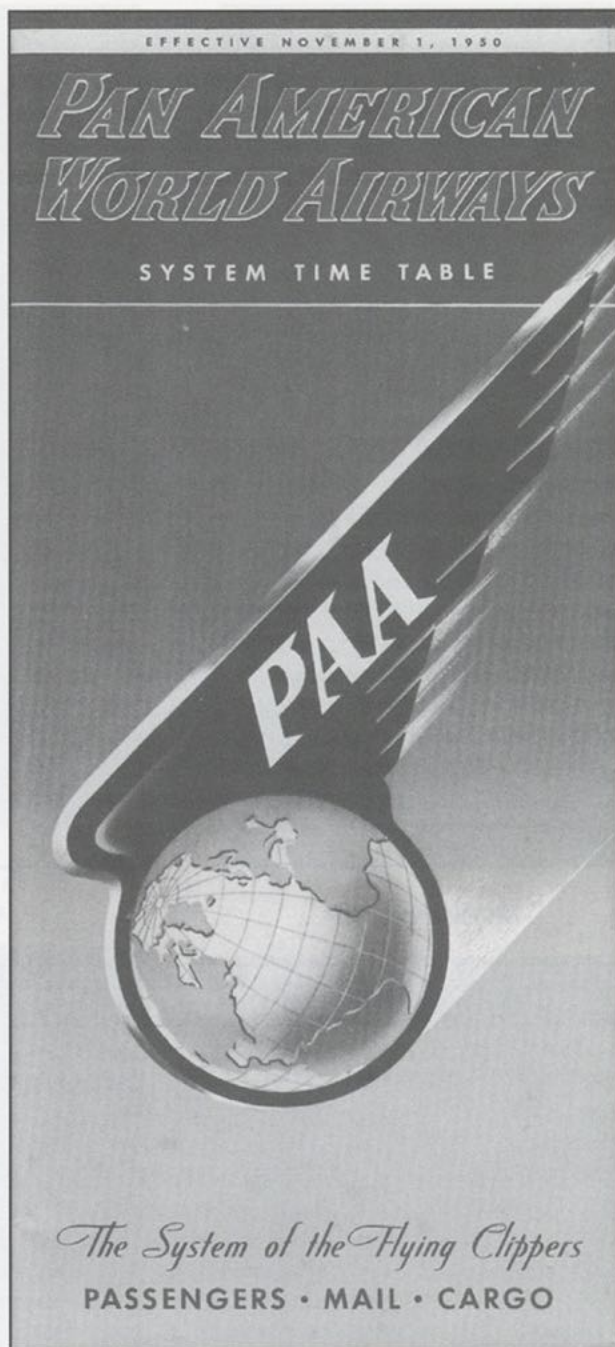
new "Pan Am" later purchased Carnival Airlines, acquiring new routes and aircraft in the process. The "Pan Am II" timetable dated October 26, 1997 shows the airline operating a fleet of A300's, 727-200's and 737-400's primarily between the Northeast and destinations in Florida and the Caribbean. This incarnation of Pan Am would fail the following year.

Following the bankruptcy of "Pan Am II", the brand was sold to Guilford Transportation Industries, based in New Hampshire, which would result in yet another version of Pan Am (popularly known as "Pan Am III", of course). This airline attempted to borrow from the Southwest Airlines playbook, operating from more distant secondary airports in the vicinity of major cities in the hope that passengers would accept the greater travel time to the airport in exchange for a lack of crowds and lower fares. In the timetable dated February 16, 2001, the carrier was serving 8 airports, 6 of which were "alternates" attempting to draw traffic in major markets: Belleville, IL (St. Louis), Gary, IN (Chicago), Portsmouth, NH (Boston), Allentown, PA (Philadelphia), Sanford, FL (Orlando) and Worcester, MA (Boston). This carrier has also terminated service.

Despite the fact that the original Pan Am closed its doors nearly 20 years ago, the Pan Am name and logo still serve to remind many of the airline's glory days as one of the world's premier international carriers. The common cliché which is quite applicable in this case is, "Gone but not forgotten".

November 1, 1950 Timetable

Cover and Atlantic Services schedule



ATLANTIC SERVICES															PAGE 3 • Tables 2-3							
U.S.A.—SHANNON—LONDON																						
PA4 ☆	PA6 ☆	PA120 ☆	PA102 ☆	PA100 ☆			PA114 ☆	PA110 ☆	PA118 ☆	PA1 ☆	PA7 ☆	PA103 ☆	PA101 ☆	PA119 ☆	PA111 ☆	PA115 ☆	PA121 ☆					
Tu	Sa	Su Tu We Fr Sa	Daily	Su We	Sa 14:10	① Fr	Mo We	Su Fr	Th	We	Sa	Daily	① Mo	Tu Su	Sa	Mo	We Su	Tu Th	Mo We			
9:45	9:45	10:00	15:00	16:00	16:00	16:00	18:00	18:00	22:30	21:15	21:15	7:15	7:00	9:40	8:15	8:40	8:40	10:05	11:50			
16:20	16:20	(o)	(o)	18:10	18:10	(o)	(o)	(o)	(o)	16:40	16:40	(o)	(o)	(o)	7:30	(o)	(o)	(o)	(o)			
		Mo We Th Sa		Mo Th	Mo Tu Th Sa	① THE PRESIDENT	Tu Th	Mo Sa	Fr	① THE PRESIDENT				Mo Sa	Tu We Th Fr	Su	Tu Sa	Mo We	1:50			
3:15	3:15	2:25		9:55	9:35	9:35	11:55	10:25	14:55	10:20	10:20	(o)	19:00	22:15	(o)	22:40	22:40	22:40	Su Tu We Th Sa			
6:25	6:25	5:10	8:35	12:40	9:35	9:35				7:30	7:30	18:00	19:00	19:00					23:05			
Lv PHILADELPHIA, Pa.*..... EST An										Lv NEW YORK (LaG.), N.Y.*..... " An		Lv NEW YORK (Int.), N.Y.*..... " An		Lv BOSTON, Mass.*..... " An		Lv GANDER, Canada..... 52 1/2 W An		An SHANNON AIRPORT, Ireland..... 0* Lv			An LONDON, England..... " Lv	

PAN AMERICAN AIRWAYS SYSTEM

TIME TABLES • PASSENGER TARIFFS

HAVANA
NASSAU
MEXICO
WEST INDIES
CENTRAL &
SOUTH AMERICA
ALASKA • CHINA

PASSENGERS • MAIL • EXPRESS

Corrected to November 1, 1935

November 1, 1935

APRIL 1-20, 1966

PAN AM

SYSTEM TIME TABLE

PAN AMERICAN AIRWAYS
WORLD'S MOST EXPERIENCED AIRLINE

April 1, 1966

Pan Am's January timetable.

January 1, 1970

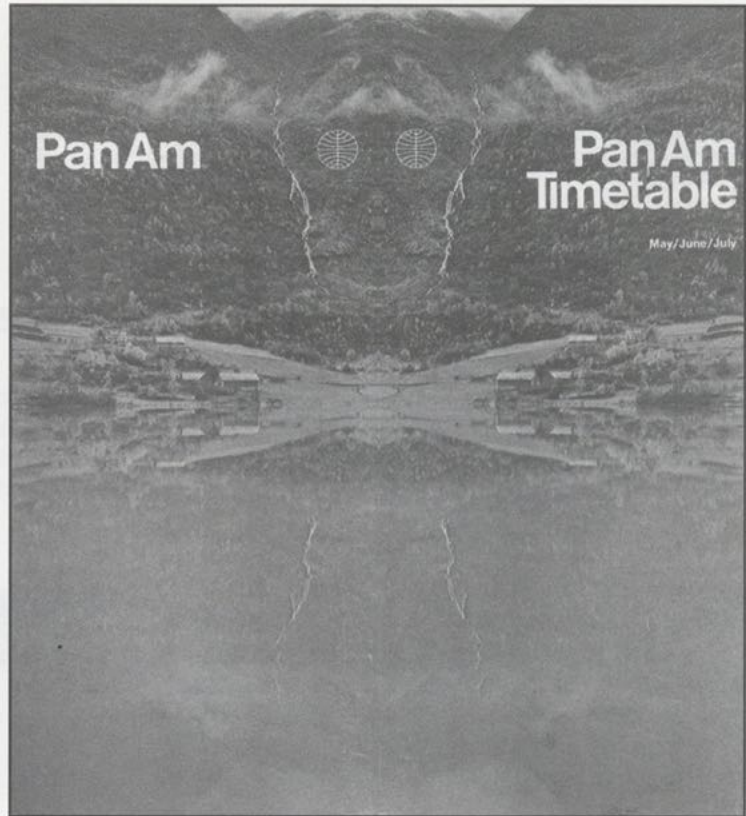
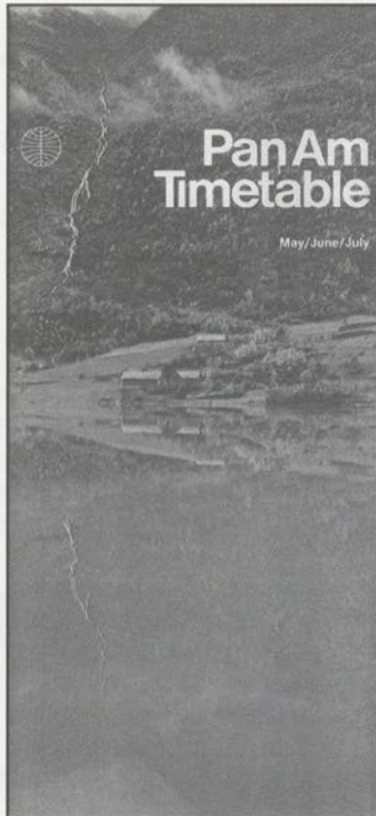
CLASS	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
FLIGHT NO.	730	730	732	732	734	710	710	712	712	714	714	716	716	740	742	742	744	744	746	746	670	670	672	672			
AIRCRAFT	⊖	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	
FREQUENCY																											
DAILY																											
NUREMBERG	10 00	9 00	15 00	14 50	20 05	thru 4/30	thru 5/1	thru 4/30	thru 5/1	thru 4/30	thru 5/1	thru 4/30	thru 5/1	—	—	—	—	—	—	—	—	—	—	—	—	—	—
STUTTART	thru 6/30	thru 7/1	thru 6/30	thru 7/1	—	thru 4/30	thru 5/1	thru 4/30	thru 5/1	thru 4/30	thru 5/1	thru 4/30	thru 5/1	—	—	—	—	—	—	—	—	—	—	—	—	—	—
MUNICH	—	—	—	—	—	—	—	—	—	—	—	—	—	9 45	15 30	12 15	15 00	15 40	20 00	19 55	—	—	—	—	—	—	—
COLOGNE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BERLIN	11 35	10 00	16 35	16 50	21 40	11 30	10 10	15 25	15 25	17 55	18 35	22 25	22 10	11 40	15 20	13 25	16 55	16 50	21 55	21 05	10 30	12 45	21 00	20 10	—	—	

CLASS	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
FLIGHT NO.	731	731	733	733	735	711	711	713	713	715	715	717	717	741	743	743	745	745	747	747	671	671	673	673				
AIRCRAFT	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	
FREQUENCY																												
DAILY																												
BERLIN	7 45	7 30	12 45	13 20	18 00	7 15	7 30	11 30	10 45	14 00	16 15	18 30	19 30	7 30	11 30	10 35	12 30	14 00	17 40	18 15	7 00	10 20	17 30	17 45	—	—	—	
COLOGNE	thru 6/30	thru 7/1	thru 6/30	thru 7/1	—	thru 4/30	thru 5/1	thru 4/30	thru 5/1	thru 4/30	thru 5/1	thru 4/30	thru 5/1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
MUNICH	—	—	—	—	—	—	—	—	—	—	—	—	—	9 00	11 00	11 45	14 20	15 30	19 30	19 25	thru 6/30	thru 7/1	thru 6/30	thru 7/1	—	—	—	
STUTTART	—	—	—	—	—	9 00	8 35	13 15	11 50	15 45	17 20	20 15	20 35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
NUREMBERG	9 20	8 30	14 20	14 20	19 35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

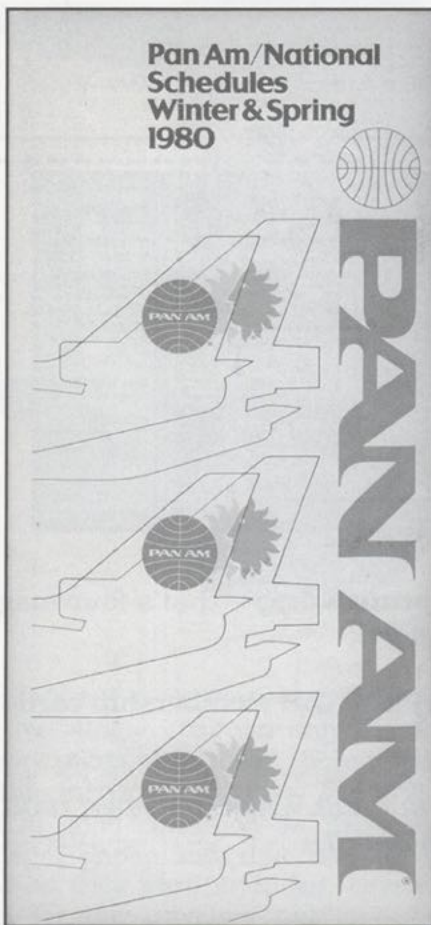
(Above) April 1, 1966

To: TOKYO ⊕						
Su	0900	1555+1	1		1 747	FY
Above Flight Effective May 30						
MoThSa	1200	1440+1	801		0 747	FY

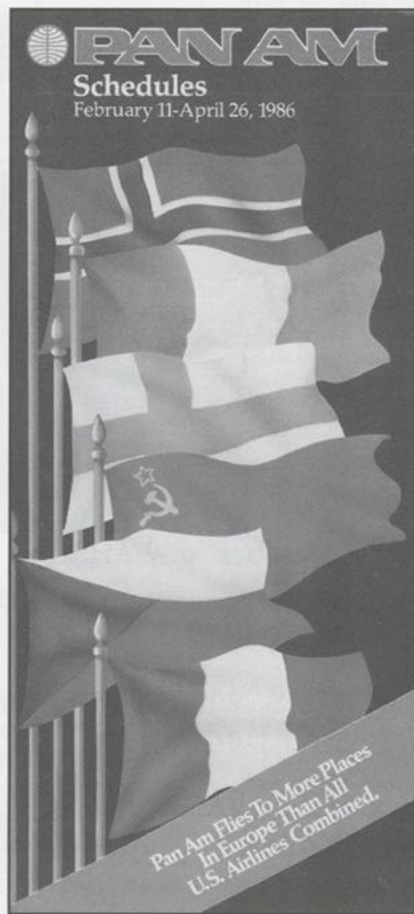
April 25, 1976 - Introduction of Boeing 747SP service



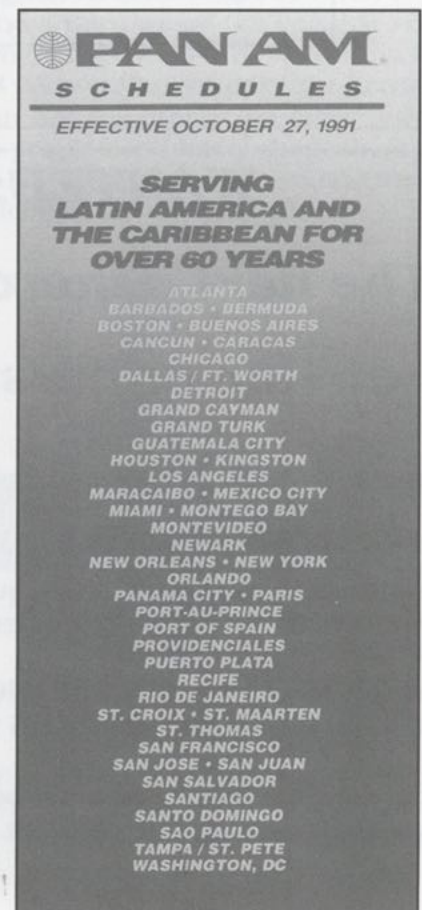
May / June / July 1972



February 15, 1980




February 11, 1986



October 27, 1991

Effective October 26, 1997

System Timetable



Inquire about our
WorldPass
Frequent Flyer Program

Pan Am II - October 27, 1997



PAN AMERICAN AIRWAYS

CLIPPER SCHEDULE
02/16/01 THROUGH 04/30/01

Pan Am III - February 16, 2001

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Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

Pan Am's Jr. Wings

Pan American Airways, the original flag carrier of the United States, issued quite a few junior wings. All together, I count 23 juniors that were either put out by Pan Am or by gift shops. Probably a few more out there also.



Fig. 1

The first one was certainly a winner as it showed the B-314 in flight. A real beauty (Fig. 1).



Fig. 2



Fig. 3

Then after this elusive wing, we have four really attractive wings. Though only the Master or Junior Clipper pilots are shown, there was a matching wing for the Junior Stewardess. The first two are hard to find in good condition as there is a center decal made of paper and that usually gets damaged if used as they were intended. Giveaways always are good for the traveling public but collectors want pristine material (Fig. 2 & 3).



Fig. 4



Fig. 5

The next two are a bit easier to find to find in good condition as they are all metal (Fig. 4 & 5). Very handsome and really desirable. Then we get to the more common juniors and for every Junior Captain there is a corresponding Junior Stewardess. There are six of these all basically the same but the variations are what make it.

One variation is where the word "PAN AM" is not bordered in blue coloring but notice that the bottom bar is colored (Fig. 5), another where PAN AM is not bordered at all and a third where the PAN AM is boxed in. The variety where the Pan Am is boxed in a border and has blue paint in the inside of the border is the most common but the others are fairly hard to come by because people don't know about them and pay no attention however, when you get one next to the other, the difference is very noticeable.



Fig. 6

Then we have the only fold over junior made (Fig. 6) of metal and after that we leave the good old days and start on the plastic and paper wings. Here is one example (Fig. 7).

(Continued on page 39)

Airline Happy Hour

By Al S. Tasca

alstasca@bellsouth.net

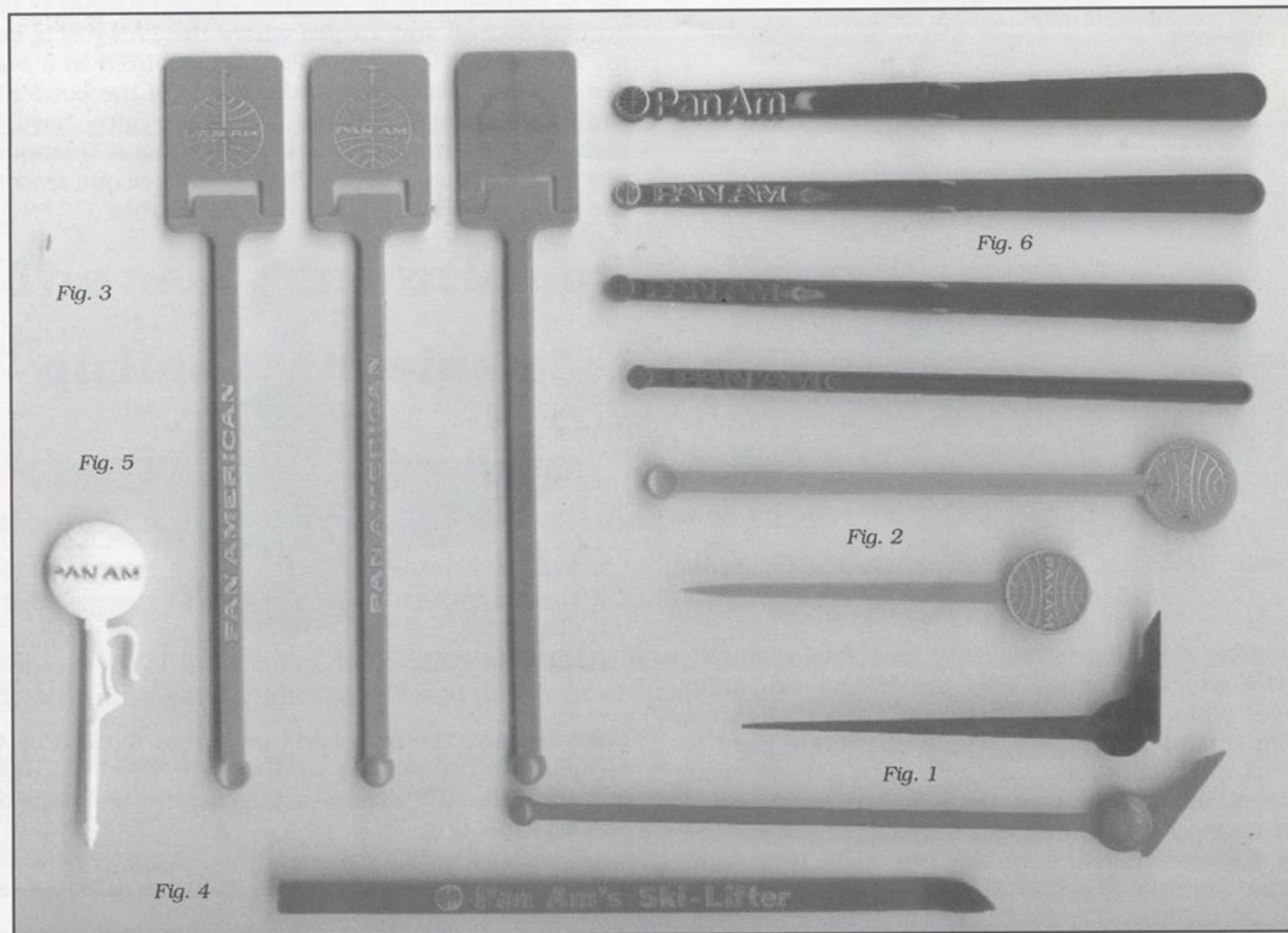
Being that swizzle sticks given out on most flights has dried up (excuse the pun), along with the same swizzle sticks, that I've been showing for the past 20 some odd years 'cause there's nothing new out there, I've decided to also add some miscellaneous items, trinkets, give-a-ways etc. that are never written about because no one has it for their main collection and/or expertise. Mind you, these are just accumulations of "stuff" that I have acquired over the years, and cannot give you many details on them, only descriptions. Hopefully, some of the items shown might be collected by a few of our members, but do not know what's out there.

For instance, in previous convections, especially at Orlando, I was selling items that I don't normally sell, such as tie tags, BIL's (Baggage Identification labels), matches and miscellaneous trinkets and give-a-ways. Hopefully, this article will be helpful to some of our members.

Fig. 1. Pan Am sticks and picks show the earlier versions, both with the Globe and Wing. The stick is 6" long, is two sided, has a flat wing and a convex globe at the top, a round shank and a bubble end. The pick is 3-1/2" long, flat and only one sided. On both, the globe and wing are engraved. Known colors of the large stick are medium blue, dark blue (almost black) and pink. In the smaller type, I have them in transparent light blue, light green and black. No identified manufacturer on either of them.

Fig. 2. Shows two flat round top one sided Pan Am sticks in light blue and both with silver writing. On the stick which is 5-1/2" long, the logo is hot stamped. There is also an identical stick (not shown) which is only 5" long. The matching pick is 3-1/2" and I have it in two color variations of light blue. The manufacturer on the stick is Spir-it but the pick has no manufacturer.

Fig 3. Shows three rectangular top shaped sticks, all flat and one sided and all 6-1/4" long. In the two with the wider slot (probably for holding a card) both the round end and the bubble end are light blue with hot stamped silver logo and writing. They also come with gold writing. The one with the narrow slot is also hot stamped with a gold logo and writing. All five are made by Spir- it.



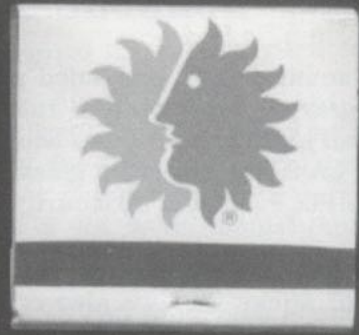


Fig. 7 thru 9



Fig. 10

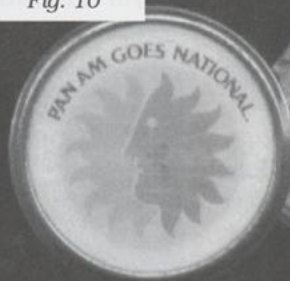


Fig. 11



Fig. 12



Fig. 13



Fig. 14



Fig. 15

Fig. 4. The Ski shaped one is 6" long and shaped like a flat ski with the end curved up. It is dark blue with gold hot stamped logo and writing. The manufacturer is Spir-it.

Fig. 5. The small, 2-3/4" one-sided pick is all white with an engraved globe top and raised gold name. The small tail just under the top was probably used for hooking on to the edge of a glass. The manufacturer is Clip-Pik - O'Fallon Missouri.

Fig. 6. The next four sticks are the most common "Bat Shaped" sticks that we always see at AI conventions. All of them are one sided and have convex backs. The fronts all have a hollowed out area from just past the raised engraved logo and the raised name. The first one, which is the earliest of the four is 5-1/2" long and 3/8" at the widest end and the logo and name are gold. Other colors are dark blue, three variations of light blue, avocado, red, yellow and white. All have the same raised engraved globe and writing. The next one is also 5-1/2" long but is only 3/16" wide at the widest end and has a smaller globe and writing. Known colors are black with black globe and writing and black with gold globe and writing. There is also one (not shown that is the same size with the same small globe and writing, but the widest end is 3/8". Known colors of this one is white with light blue globe and writing. The last one, which was their latest one is 5-1/2" long and 3/16" wide from top to bottom. They are all made by Spir-it except for the one that's not shown which has no manufacturer on it.

Fig. 7 thru 9. Shows a four pack sleeve of 30 striker books of matches with one of the single packs from the sleeve next to it. The sleeve is orange and the matches are white with the Sun King logo in their standard yellow and gold. Next is a 40 striker book of matches with both the Sun King logo and the Pan Am Globe logo, also in their standard colors. When the book is opened it says "PAN AM GOES NATIONAL" With a cardboard dual logo, in their standard colors that pops up when the book is opened. The last one is a gray Pan Am 30 striker with medium blue writing on both sides.

Fig. 10. Is just a plastic 1-3/4" x 2-3/4" "Life Time Member - Clipper Club" in brown with black writing and white writing and logo.

Fig. 11. Shows a 1-5/8" gold metal "PAN AM GOES NATIONAL" pin button that shows both the Pan Am globe and the Sun King logo, depending on which way the button is tilted.

Fig. 12. Shows a 3-1/2" phone dialer, for dialing an older type rotary phone with the ball end of it. The round end is a globe with Pan Am written on it in

raised writing and detail. Also in raised writing and detail is the writing "Pan American" with what appears to be a Boeing 707 flying toward the dialing end. Both sides are identical.

Fig. 13. Shows a two sided 5" pocket comb in light blue and with a white globe logo.

Fig. 14. Shows an old style oval uniform patch. Do not know if this is an original or an after market as it's never been sewn on anything. It measures 1 3/4" x 3 3/4".

Fig 15. Shows a 1-1/4" x 2", bar of soap in dark blue with white writing and later logo. I believe that it also came in white with dark blue writing and logo or light blue with white writing and logo.

Fig 16. Is a standard size 20 page "Clipper Magazine 747 Souvenir Edition - System of the 70's" which probably dates to the early 1970's. The inside front cover is a fold out that shows the side view of the 747 interior.

Fig 17. Shows a 4" x 9" timetable style travel brochure dated July, 1967.

Fig. 18. Shows a 1 sheet 3-1/2" x 8-1/4" Frequent Flyer Brochure (part of the Pan Am Worldpass program) with a deal with Air Atlanta.

Fig. 19 To 21. Shows a cardboard National Airlines tie-on tag in their colors, a National Airlines Baggage Identification Label (BIL's) and a bumper sticker, only given out in Miami, I believe, when Eastern was trying to acquire National Airlines prior to Pan American taking them over.

Next issue I will try to add more Pan Am items if I do not have enough material for the upcoming topic.

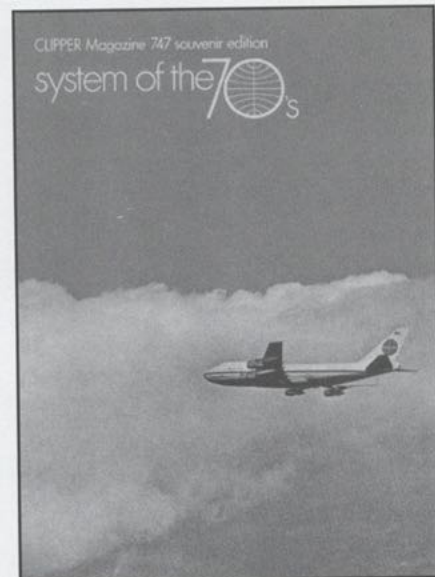



Fig. 16

FLY PAN AM JETS TO THE FAR EAST



**Air Atlanta/
Pan Am Express
Brings The World To
The Southeast.**

One Ticket. One Check-in. One Baggage Claim. From Atlanta And Memphis To More Than 45 Cities Worldwide.



Air Atlanta/Pan Am Express is operated by Air Atlanta to provide connecting service between Atlanta and Memphis and Pan Am's worldwide destinations via either Kennedy Airport in New York City or Miami International Airport. At both airports, you walk only a few steps from Air Atlanta to your Pan Am flight.

Air Atlanta/Pan Am Express makes it quick and easy to reach Europe, The Middle East, Africa, India, The Far East, The Pacific, Latin America, The Caribbean.

Ask about the Pan Am Frequent Flyer WorldPass® Program and how you can earn upgrades in service or free travel.


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PAN AM
WORLD'S MOST EXPERIENCED AIRLINE

(Above) Fig. 17 & 18

(Below) Fig. 19 to 21



**BEST FOR FLORIDA.
EASTERN-NATIONAL.**

BAGGAGE IDENTIFICATION

NAME _____
ADDRESS _____
CITY-STATE-ZIP _____

National Airlines

BAGGAGE IDENTIFICATION

NAME _____
ADDRESS _____
CITY-STATE-ZIP _____

National Airlines

Airline Minis

By George Shannon

geraho@aol.com

This will be the first of many (I hope) articles on the strange world of the little mini airplanes. Some of these were airline giveaways, some were cereal box premiums, and a lot were manufacturer promotional items.

This issue's topic is Pan Am which is one of the airlines for which very few minis exist. The only one that I have is a Pan Am Boeing 707 and it was a cereal premium.

This mini aircraft came wrapped in plastic and is 2-1/2" wide by 2-1/2" long. It's made of gray plastic and comes with a stand.

For future articles, I will look into the era of the props of which we'll find many mini aircraft such as the Constellations, Convairs, DC-6s, DC-7s, Northstars and Electras.

No one really knows the history of these giveaway items. If you have any information or pictures of planes, please send me an email to geraho@aol.com and put 'miniplane' in the subject section.

Happy Collecting!



Slide Photography

By Joe Fernandez & Eddy Gual

n314as@yahoo.com / eddyslides@bellsouth.net

The End Of The Legend Kodachrome Film (1935-2009)

Eastman Kodak Company announced in June would end production of its legendary Kodachrome slide film. After a 74 year run as "the professionals standard film choice", the demand for the film has nearly vanished due to today's digital technology and hard economic times. Kodak made the decision to discontinue manufacturing this extraordinary film.

Kodachrome production began in 1935 and was used in both motion picture and still photography. It was the first mass-produced color film in the industry. Professional photographers made Kodachrome their choice due to its longevity, natural colors and lighting, and sharpness even though the processing was very difficult. Photographers of top photo-based magazines like National Geographic, used Kodachrome as their main film. A variety of popular film speeds were produced ranging from (ASA) 25 to 200. Kodachrome 25, which was discontinued in 2002, was by far the best slide film ever produced. This great film, stored in refrigeration, could be used years past its expiration date. There is nothing more satisfying than seeing a properly exposed Kodachrome slide.

We have archival Kodachrome slides in our collections dating back to the 1940s and the colors are still the same. My oldest slide set is a travel collection from 1947 depicting the daily lives of a group of Western Native Americans. The colors are so good that very little Photoshop treatment is needed during a scanning session. Steve McCurry, legendary National Geographic photographer and shooter of the famous "Afghan Girl" cover in 1984, only uses only Kodachrome with natural lighting for his great award-winning shots. It was a gifted product.

Kodachrome made good photographers. Since the film speed was rather low, transportation and action photographers in general could not exceed high shutter speeds for fear of vignetting or better known as dark corners. A lot of photographic skills had to be developed in taking action shots with lower speeds, a thing that is not practiced with today's digital shooters, thus they are making many unforeseen mistakes. Kodachrome was the big leagues of serious photography. Any errors shooting Kodachrome meant a loss in your pocketbook, so perfection was the name of the game.

It is all not gone. In fact, now older aircraft slides that have been shot on Kodachrome film, will become good collectors items, increasing its value and rarity. Computer systems can crash so today's digital images have to be transferred from time to time to new hard drives and DVD media. Slides, on the other hand, can be scanned and the originals kept properly stored for generations to use. Slide collecting will continue. Remember that most aviation pictures pre-year 2000 came from slide film and their photos can only be reproduced from the slide itself.

Presently, Fuji will still produce their series of popular slide films, namely Velvia, Provia, and Sensia for some time to come. Many professional photographers are still critical of these films as they are much newer and have not been tested as archival material yet. The colors of Fuji film are also very saturated and may turn somewhat reddish as time goes on. Most Fuji slide shooters tend to be nature or animal photographers. On the positive side, those who want to continue shooting slide film can use Fuji. This film is a good backup to digital imaging. Their process time is also much faster. We may use this option during critical shooting sessions. Dwayne's Photo of Kansas City, will continue processing Kodachrome film until December 2010. For further information, please check their website at: www.dwaynesphoto.com.

In closing, slide trading conventions will continue to happen around the world for a long time. The popular Miami Slide Fest will now introduce digital photography as well but will remain focusing on slide hobby. The past Frankfurt slide convention, was as popular as ever with high attendance. Thousands upon thousands of professional aviation slides are still be available for the serious collector. You can visit us at www.air72.com for further information on our 20th anniversary of our program scheduled for January 2010. Websites are also dedicated for the purchase of excellent rare slides on-line. Please visit www.airlinehobby.com, www.auctiontransportation.com, or www.aircraftslides.com for your chance to pick up some aviation photo history thru cyberspace.

The show must go on! Thank you Kodachrome for the great years you have provided to all of us in our profession!

Happy Spotting

Joe & Eddy

Playing Cards

By Fred Chan

topflite@olympus.net

Much has been written previously in this column about Pan Am playing cards. Not only was Pan Am a pioneer in numerous ways in commercial aviation, both technically and in marketing, it also issued a number of innovative designs in playing cards.



Figure. 1



Figure 2

Its first design, in the 1930s, featured a Sikorsky S-40 (Figure 1) which was followed by the Boeing 314 (Figure 2). This aircraft theme continued with the Boeing Stratocruiser in the 1940s and 1950s (Figure 3), and then with the Boeing 707 (Figure 4) and 747 (Figure 5).

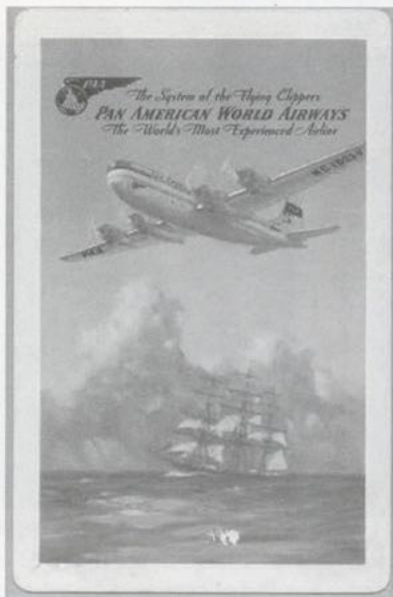


Figure 3

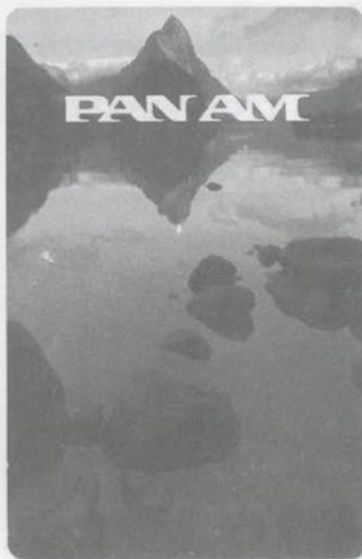


Figure 6

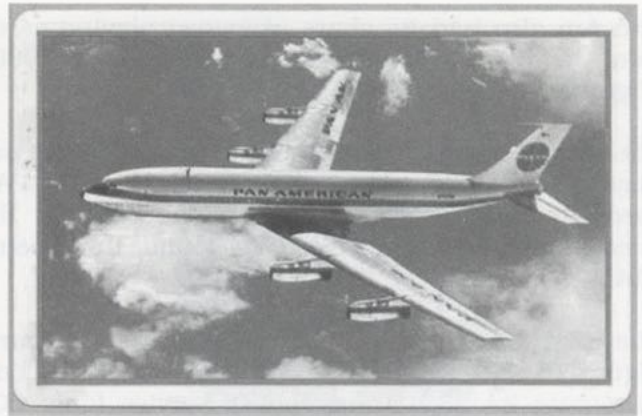
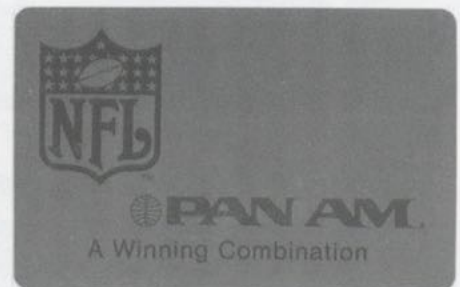


Figure 4

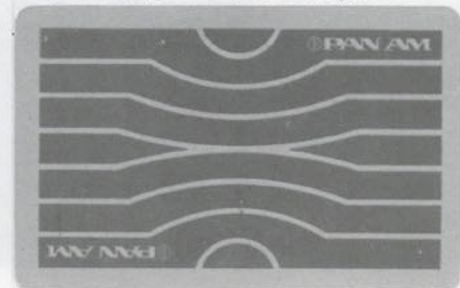


Figure 5

Along with a number of other airlines, Pan Am also issued playing cards featuring its own series of destination posters. The New Zealand cards are shown in Figure 6 and there were other designs for Morocco, Africa, England, Hawaii, and the USA. There were also cards issued to jointly advertise other industries, for example with the National Football League (Figure 7) and Baileys Irish Cream (Figure 8).



(Above) Figure 7 (Below) Figure 12



Pan Am also had its share of logoed playing cards from the 1950s (Figures 9 & 10) and in the 1980s (Figures 11 & 12).

The airline has always been generous in giving out playing cards to passengers and collectors, so PAA cards are relatively easy to obtain except for the ones showing the Sikorsky S-42 and the Boeing 314.

There are several other designs that are also rare. Figure 13 shows the deck that was issued to commemorate its 50th transatlantic service (only 500 decks were made). Figure 14 is a logoed deck issued in the 1950s of which only one deck is known to exist. Figure 15 shows a European issue and Figure 16 is apparently of American origin, but only a single of each of these two cards are known to exist.

Sometimes an unwary collector may not be aware of subtle variations in the cards described above. For instance, the Stratocruiser in Figure 3 comes with two different aircraft registration numbers, NC1023V and NC1025V. The card showing a small swept-wing jet in Figure 10 was preceded by the same design with a small straight-wing aircraft. The destination series (example in Figure 6) came in two versions - PAN AM and Pan Am's World.



Figure 8



Figure 9

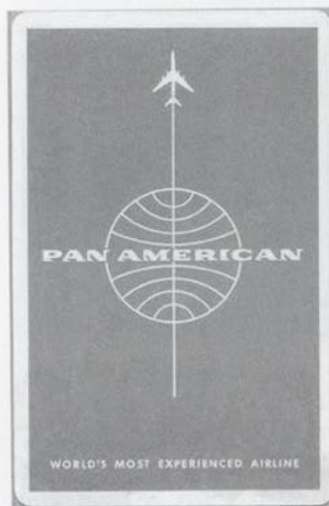
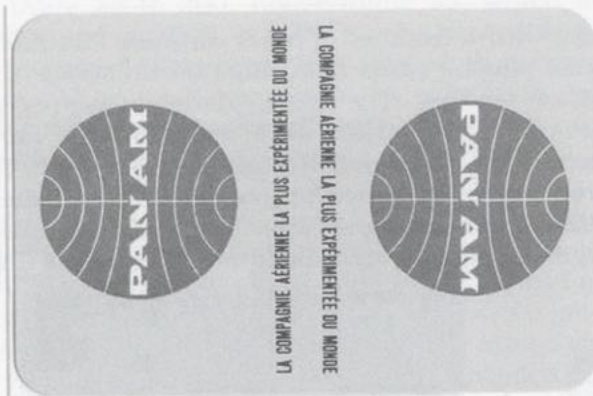


Figure 10



Figure 11



(Above) Figure 15 (Below) Figure 16



Figure 13



Figure 14

Label Time

By Daniel Kusrow

dkusrow@us.net

www.airlinebaggagelabels.com

The History of Pan Am in Labels and Stickers

Throughout its storied 64 year history (1927 to 1991), Pan American World Airways (Pan American Airways up to 1945) issued a large array of baggage labels, decals and stickers. It is not possible in the scope of this article to depict all of them, which run to over 400 in number. Shown are some of the early rare examples as well as several from Pan Am's associated companies.



Pan American Airways started flight operations in late 1927 between Key West and Havana, but within just over a year was flying routes from Miami to the Bahamas and several islands in the West Indies using Fokker F-10As. This was once considered the airline's first label, but an earlier label has been located (see "Captain's Log" 33-4). The image of the Porter and Passengers would be used on other PAA advertising. This Extremely Rare colorful baggage label dates to 1929. (Craig Morris Collection)

NYRBA - New York, Rio & Buenos Aires Air Line was founded in 1929 as an early significant competitor to PAA, and operated a 7800 mile route from Miami down along South America's east coast to Brazil, Argentina, Chile and Uruguay. A large fleet of 2-engined Consolidated Commodore Flying Boats (depicted on this label for the Argentine market with three engines; early on the airline was named Tri-

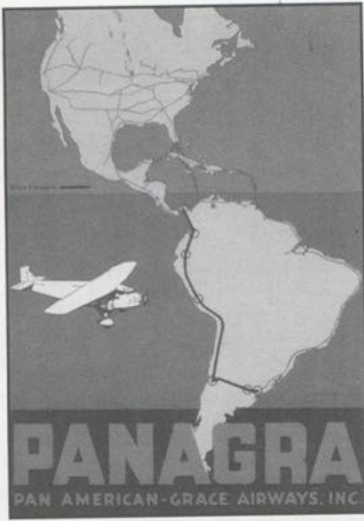


motor Safety Airways), Consolidated Fleetsters, Sikorsky S-38s and Ford Tri-Motors were employed. PAA though, as the U.S. Government's Chosen Instrument, received the U.S. Air Mail Contract, forcing NYRBA to sell to PAA in 1930. William Van Dusen, who had been in charge of NYRBA's advertising, went on to a long career as PAA's Director of Public Relations. This Extremely Rare baggage label dates to 1929.



Pan American Airways employed Charles Lindbergh as a Technical Adviser. He along with other senior PAA pilots, such as Ed Musick and Basil Rowe, surveyed and developed PAA's route around the Caribbean and through Central America. This Very Scarce baggage label dates to 1930 and lists all the countries along the Lindbergh Circle served by PAA's Fokker F-10As and Sikorsky S-38s.

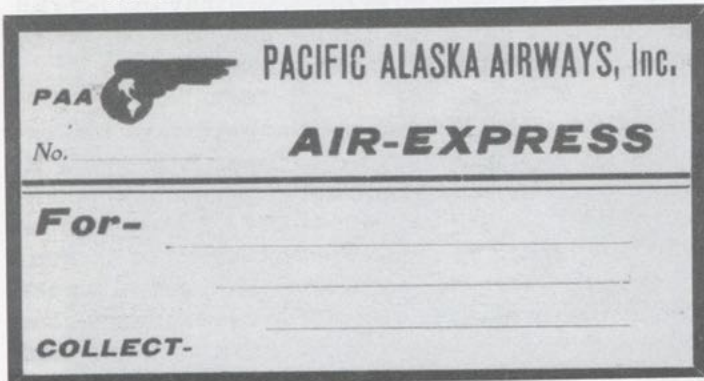
PANAGRA - Pan American-Grace Airways was established as a joint venture between PAA and W.R. Grace & Co. (a large well established shipping company on the West Coast of South America). The label shows the long route the airline flew with Ford Tri-motors down the spine of the Andes and across to Buenos Aires. The green of the label reflects the corporate ties to the Grace Shipping Line that had green as its company color. This Uncommon baggage label dates to 1930.



PANAGRA



Panair do Brasil was originally the NYRBA subsidiary in Brazil, and following PAA's acquisition of NYRBA it was renamed. The interesting thing note in the design of this label is the use of the early Porter and Passengers image in front of a Consolidated Commodore with the PAA logo on its starboard bow and with 3 more Commodores in flight above. This Rare baggage label dates to 1931.



Pacific Alaska Airways

Pacific Alaska Airways was established by PAA following the purchase of Alaskan Airways in an effort to set up a Northern Pacific route to Asia. Aircraft operated included six-passenger Fairchilds (on wheels, skis and floats) and Lockheed Electras (on wheels and skis) between Seattle and Fairbanks. This Scarce baggage label dates to 1932.



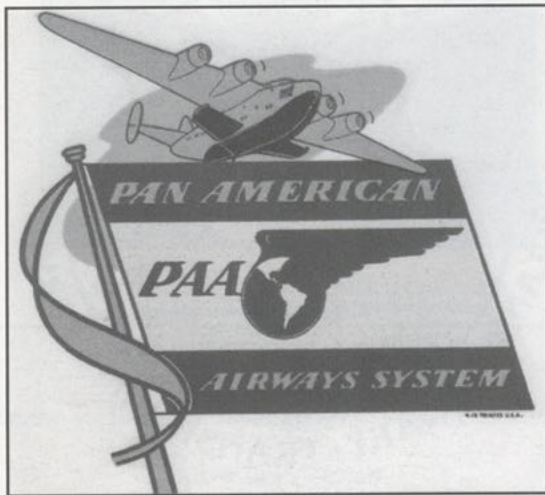
Pan American Airways, CMA - Compañía Mexicana de Aviación & Panair do Brasil PAA introduced the Sikorsky S-40 (featured on the PAA and Panair do Brasil labels) into Caribbean and South American service in 1932. These were the first PAA aircraft to be called Clippers. CMA Mexicana became a PAA subsidiary in 1929, and the Ford Tri-Motor is featured on its label. There is also an Extremely Rare version of this label for PANAGRA with a Ford on it. This label grouping shows the unified advertising design concept shared by PAA and its associated companies. These Scarce baggage labels date to 1933.



Pan American Airways launched a joint service between New York and Bermuda with Britain's Imperial Airways. PAA used the Sikorsky S-42 (on the label its outline is depicted flying over Bermuda) and Imperial had a Shorts S-23 Empire Flying Boat. When the winter waters around New York had too much floating ice, Baltimore was used as an alternate airport. This Scarce baggage label dates to 1937.



CNAC - China National Aviation Corporation was originally started in the late 1920s by Curtiss-Wright Aircraft with Chinese partners. PAA bought out Curtiss in 1933 to gain a feeder network for its newly planned trans-pacific service. By the latter part of the 1930s, it had introduced the Douglas Dolphins, a Consolidated Commodore, a Sikorsky S-43 and Douglas DC-2s (depicted in label) into service along the extensive routes in China. This Scarce baggage label dates to 1937.



Pan American Airways launched Trans-Atlantic service in 1939 using Boeing 314s from New York via Bermuda and the Azores to Lisbon and Marseilles. These sumptuous aircraft (last of the flying boats) were soon converted to World War II service, and were quickly outclassed by land-based aircraft. In the design is the PAA's corporate pennant, flown by the cockpit while on the ground. This Very Scarce decal dates to 1940.

CUBANA became a PAA subsidiary in 1932, after having been founded in 1929 by Curtiss to operate domestic Cuban routes. The design of this label features a Douglas DC-3 silhouette over the map of Cuba with both the logos of PAA and CUBANA side by side. This Uncommon baggage label dates to 1946.



CUBANA

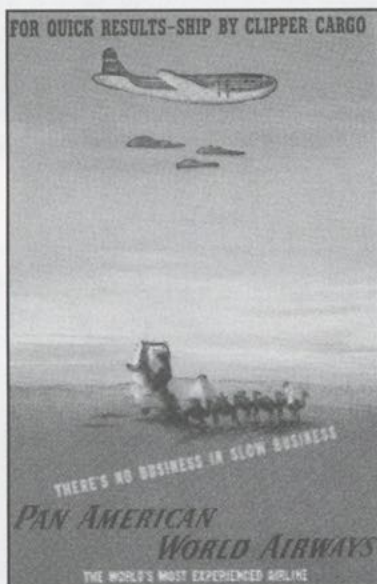


Pan American World Airways in the immediate post World War II years used the Douglas DC-4 and early Lockheed Constellations to pioneer new international passenger routes in Europe, Africa, Asia and Latin America. The airline's corporate logo changed to reflect the larger global reach of the company. This Common baggage label dates to 1948.



Pan American DC-6 Label

Pan American World Airways quickly put into service the 1st post war airliner, the Douglas DC-6 (which is shown in a stylized rendering in the foregoing graphically bold label). The plane flew throughout Latin America and across the Pacific and the Atlantic for PAA. This Uncommon baggage label for the Latin American market dates to 1950.



Pan American World Airways deployed the Boeing 377 Stratocruiser on its Trans-Atlantic routes. The aircraft was very popular with its downstairs cocktail lounge. This design is one of a series of 12 that were published by PAA as both advertising labels and full sized posters. The airline had extended its route to include Cairo, with its ancient Sphinx and Pyramids at Giza. This Uncommon baggage label dates to the early 1950s.



Pan American World Airways began operating the Boeing 707 in 1958. By the mid 1960s, it was flying these aircraft on routes to Japan. Shown in this sticker, advertising in Japanese two flights a day to New York City, is PAA's iconic headquarters building constructed in 1963 on Park Avenue above Grand Central Station. This Common baggage sticker dates to the late 1960s.

Pan American World Airways was the launch customer of the Boeing 747 Jumbo Jet and inaugurated service with it in 1970 on the Trans-Atlantic



market. Since the end of World War II, Pan Am had operated an extensive intra-Germany network, and this label announces the initiation of PAA's exclusive direct New York to Hamburg service from April 29, 1985. Many of PAA's later labels and stickers commemorated the inauguration of routes and aircraft. This Scarce baggage sticker dates to 1985.



Pan American World Airways celebrated the 50th anniversary of its inauguration of Trans-Pacific service by issuing special timetables, posters and stickers. The Martin M-130 China Clipper Flying Boat was piloted by Captain Edwin Musick from Oakland to Manila, via Honolulu, Midway, Wake Island and Guam. The label emphasized Pan Am's decades of pioneering flight operations. This Rare baggage sticker dates to 1985.

Notes:

All labels and stickers are from the collection of the author, unless otherwise indicated, and all are airline issued.

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Pan Am Desk Flag - Henk Heiden Collection

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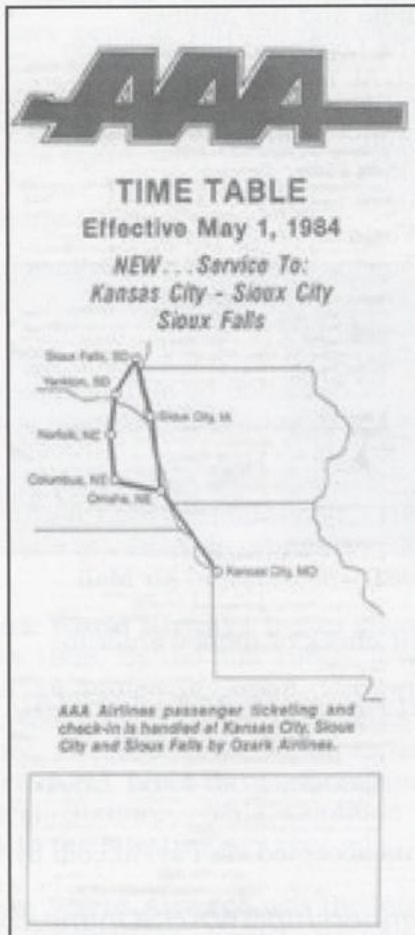
By Ken Taylor

keebeetay@efirehose.net

We had great fun seeing old friends and meeting new ones at the Airliners International event in Orlando!

Now onto this issue's article.

Dr. Charles Quarles provided an answer to last issue's mystery 'AAA' - the wings and emblems came from AAA Airlines which operated in the upper Midwest United States in the 1980s. Correct?



AAA Timetable courtesy of Dr. Charles Quarles.



Any idea where and when 'HUB' operated?



Any information on the 'ATI' behind this pilot emblem will be appreciated!



Do you know when Western used this cap badge?



This wing appears to have a flying bird. Where and when was it used?



This wing looks British in origin. Any ideas?

(Continued on page 51)

Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

Another Pan American story. You want to go WHERE???

Back in "the good old days", before the face of transportation was changed forever, airports were welcoming places. People had access to observation decks, where they could watch the comings and goings of aircraft and passengers and even take snapshots without being questioned about their motives. Friends and relatives could normally be found in the gate areas to see-off or welcome the ticket holders. Yes, airports were once welcoming places – up to a point.

After serving two years active duty with the U S Army, I was obligated to a two-year hitch with an Army Reserve Unit and an additional two-year commitment with the "Inactive Reserve". Fortunately, my major headache was to try to schedule my work hours to avoid conflicts with drill dates. I had one of those jobs that went on seven days a week, all around the clock.

Each Summer, our unit headed to the pine barrens of New Jersey for two weeks of fun and frolic at Fort Dix. It was not the high point of the year. Three of us who were lucky enough to have avoided any details, such as Officer of the Day or worse Duty Officer (for the hours of darkness), decided that it would be a good idea to get out of sight and avoid any last second assignments. A car was rented and we headed north to New York City and a bit of sight-seeing. My father and sister still lived on Long Island, so we headed there to spend the night and resume our break the next (and last) day of our break from khaki and olive drab.

We headed west on the Southern State Parkway and were soon in the vicinity of New York International Airport (KJFK). The other guys from Buffalo had not seen that much flight activity in a long time and I suggested taking a fast tour of the place. We took the Van Wyck exit and did the circle past the various terminals. We saw Eastern, Northeast, Pan American, the International Arrivals Building, TWA (where I had worked one Summer on the ramp), National, BOAC, American and United. After seeing the outside of the facilities, we decide to step into the Pan American terminal to have a look around. It was early afternoon and the Sun had gotten high enough to make the outside air pretty warm. The air curtain at the front of the terminal was interesting and effective.

At that time of the day, several of the international flights from Europe had arrived and the aircraft were being groomed for the evening flights east across the Atlantic. Things were progressing at a leisurely pace and we had a good chance to see the Boeing 747s at the gates. My comrades in arms were quite impressed with the size of the 747 and I figured that I'd give them a close-up look. I walked up to one of the check in counters and told the agent that we were three Army captains from Buffalo, NY who were at Fort Dix for two weeks and asked if we could go on board the aircraft to have a look around. I know that any agent who worked at JFKIA had "heard it all", but this gentleman looked at me as if I had grown an extra head. He maintained his composure while asking me why I thought there was any chance of that happening.

I apologized, and just said that my buddies were impressed with the size of the aircraft and I had told them that it was equally impressive on the inside too, as I had found out while searching them for Customs at Niagara Falls International Airport (KIAG). He did a double take, asked "Did you say you work for Customs?" and started dialing a phone. The next thing we knew, a mechanic came from the jetway, asked us to follow him and gave us about an hour's tour of the airplane. As I said, the welcoming aspect of airports has diminished, perhaps necessarily so, but I miss it.

When I started the job, I was issued two keys. One opened the outside lock of every Customs facility. The second opened the office door at the particular station to which you were assigned. By the time I was ready to transfer to Bermuda (TXKF) from my posting at Baltimore – Washington International Airport (KBWI), I had two ID badges, which had to be displayed at all times, two PIN codes which were needed to pass through doors and a ring which held eight keys for interior doors.

Did the simple life depart at the same time Pan American left the building?

Pan Am Affiliated Carrier Wings & Badges



CDA Compania Dominicana de Aviacion

The cap badge is of gold color metal with dark blue enamel in the center disc. Courtesy of Stan Baumwald.



Ariana Afghan Airlines (ARI / FG)

Both cap badge and wing are of gold color metal with light blue and white enamel in the center disc. The letters "ARIANA" and the two thin lines are in gold color metal. The wing is pin back and the cap badge has a single screw post. Neither piece is hallmarked.



AVENSA Master Pilot Wing



AVIANCA Aerovias Nacionales de Colombia (AVA / AV)

The cap badge is old color metal with red and blue enamel. It has a single screw post to attach to the hat and does not have a hallmark.



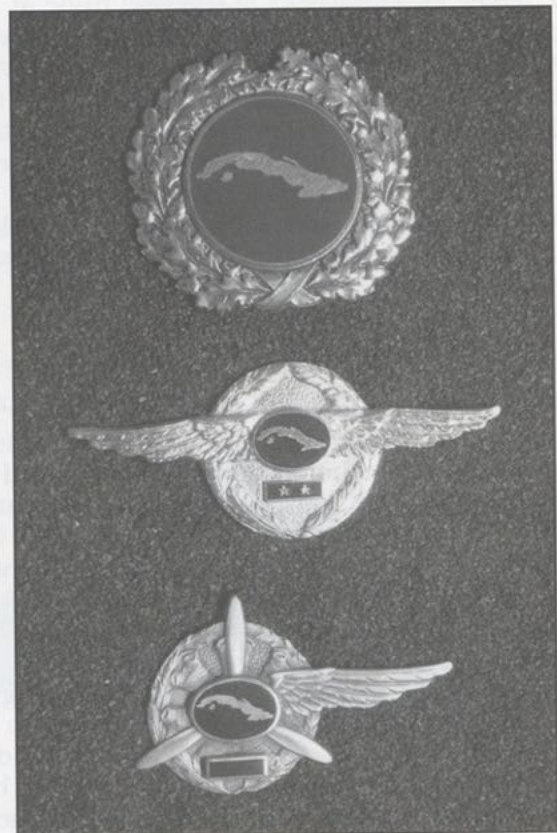
AVENSA Aerovias Venezolanas S. A. (AVE / VE)

The various styles of AVENSA insignia are made of gold color metal with dark blue enamel in the center discs. The cap badges have single screw posts and the wings are pin back.

The large cap badge with the "S A" and eagle is hallmarked "STERLING".

The master pilot (three star) wing has a very blurry hallmark which looks like "10KGF".

All other insignia are without hallmarks.



CUBANA Cubana de Aviacion (CUB / CU)

**CUBANA Empresa Consolidada Cubana de Aviacion
(CUB / CU)**

The wings and cap badges are of gold color metal with dark blue enamel.

The cap badge has a single screw post and is hallmarked "BALFOUR 1/10 10KGF".

The senior pilot (two star) wing is pin back and hallmarked "Antigua Vilardebo Y Riera Hecho en Cuba".

The flight engineer brevet is pin back also and hallmarked "LGB".



LANICA Lineas Aereas de Nicaragua

The wing and cap badge are of gold color metal with dark blue enamel in the center discs.

The cap badge has a single screw post and is hallmarked "LGB 1/10 10K".

The wing is pin back and has a double strike for the hallmark which looks like "10K GF".



**MEXICANA Airlines Compania Mexicana de Aviacion
CMA (MEX / MX)**

The wing is made of gold color metal with a pin back and no hallmark. The design of the wing is not the same as that used by Pan American, but the design of the cap badge is the same. Any leads to a CMA Mexicana cap badge of that vintage would be greatly appreciated.



N A B Navigacao Aerea Brasileira

The wing is of gold color metal with green enamel in the center disc. It is pin back with hallmark "RANDAL RIO".



PANAGRA Pan American - Grace

The cap badge and wing are of gold color metal with green enamel in the center disc. The cap badge has a single screw post and is hallmarked "MADE IN USA LGB 1/10 10KGF".

The wing which I have has had the mounting hardware removed, but I suspect that it too was pin back. It is hallmarked "X LGB".

PANAIR Panair do Brasil

Both the large and the small variations of the cap badges are of similar designs to those of Pan American. They are both made of gold color metal with green enamel in the center discs. Both attach to the cap with a single screw post and neither has a hallmark.

PANAIR Panair do Brasil



Pan American Airways (PAA / PA)



The small cap badge is the second issue and is of gold color metal with dark blue enamel in the center. It has a single screw post to attach to the hat and there are the numbers "4157" stamped into the back. It was used from 1932-1939. This badge was replaced by the larger version from 1939-1944. The larger badge also has a single screw post and is hallmarked "1/10 10KGF".



The ground mechanic badge of that era is pin back and does not have a hallmark.

Third issue (1945 - 1959)



Again, gold color metal with dark blue enamel in the center disc. The cap badge has a single screw post and is hallmarked "LGB 1/10 10K GF".

The Master pilot (three star) wing is pinback and hallmarked "LGB X".

The Flight Engineer brevet is also pin back and is hallmarked "LGB 10K". The rectangle under the globe on this badge is of red enamel.



The cap badge and wing are still of gold color metal, but have a more streamlined design. The enamel has been removed from the Globe styled cap badge and the enamel of the wing is light blue.

The cap badge has a single screw post and is hallmarked "LGB 1/10 10K".

The Master Pilot (three star) wing is pin back and hallmarked "LGB 10KNSF".

Last issue (1979-1991)



The cap badge is of gold color metal with a single screw post. It has no hallmark.

The check captain (three stars in blue - star and circle above) wing has two screw posts and is hallmarked "BALFOUR"

The Senior Pilot (three stars in blue - star above) wing has two screw posts and no hallmark.

The Check Flight Engineer (one star in blue - loop above) wing has two screw posts and is hallmarked "BALFOUR".

SAHSA Honduras Airlines
Servicio Aereo de Honduras S.A. (SHA - SH)



The Junior Pilot (one star and not a cabin hand-out) wing is of gold color metal with dark blue enamel in the center disc. There are five tiny spots in the gold flash over the "S" which represent five stars. The wing is clutch back.

(Continued from page 21)



Fig. 7

What I don't want to forget are the affiliates and the one affiliate that made junior wings that I know of is PANAGRA. The one shown has green paint in the center and on the name bar (Fig. 8). PANAGRA made only six different types.



Fig. 8

Happy Collecting!
Stan

Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

Pan Am

I could easily fill an entire Captain's Log issue with photos and information about Pan Am's dining service items, so I'll do the best I can with my allotted space.

PAA had just 6 different china patterns during its long and colorful history. I'll let the photo captions tell the story, but in order of usage, they were (1) the original wing globe logo, (2) modified wing globe logo, (3) presidential, (4) script, (5) gold stripe, and (6) white wave. The white wave will not be illustrated, as it is just white wavy lines on white china and does not show up in photos.



Figure 1

(Figure 1) The original wing globe 1930's logo pattern is shown on this demitasse set made in 1938 by Homer Laughlin China Co. They call this design "Swing" and it also bears the name "Nautilus Eggshell". A flying boat era item; very lightweight china, often found chipped or cracked.

(Figure 2) The "modified" wing globe logo, with the PAA moved over onto the wing. Made by Walker China Co, this a very heavyweight china; there is some controversy about whether it was used on board; I believe that it was. This logo was adopted about 1944.

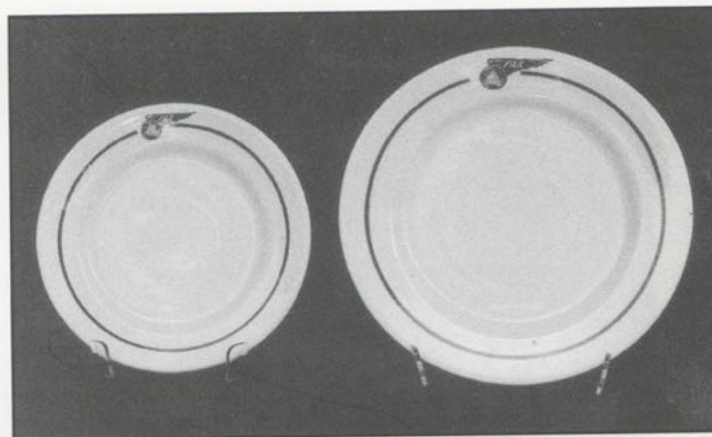


Figure 2

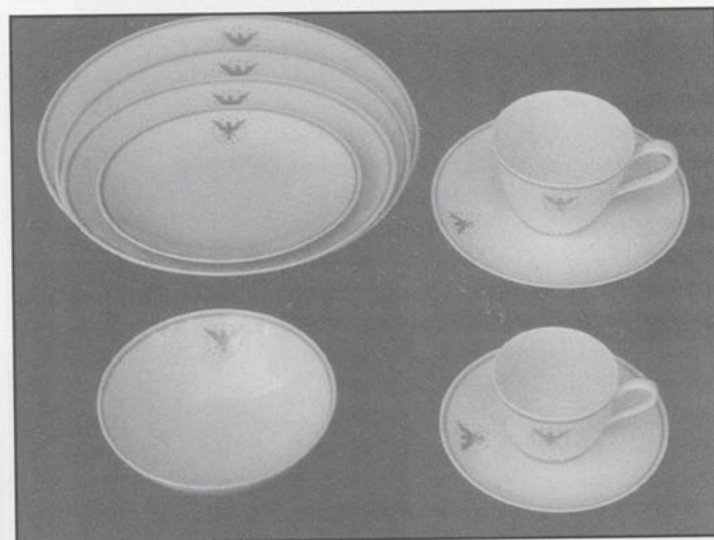


Figure 3

(Figure 3) The famous "Presidential" pattern, made by Noritake; it never had PAA markings, but it was an exclusive pattern for them. The eagle is gold and the stars and stripe are blue; some pieces have gray instead of blue. The President and President Special service started on the Stratocruisers and continued in the Jet era.

(4) The little-known "Script" pattern used in the early jet era, apparently for only a short time. It is an off-the-shelf pattern, and none of the pieces bear PAA markings. Manufactured by Rosenthal, it was imported and decorated by Continental China Co; the pattern was designed by famed industrial designer Raymond Loewy. Many many different Script items were produced, but without PAA markings, it is impossible to determine which pieces were actually used by them.

(5) The gold stripe pattern, made by both Bauscher and Noritake, was used in the 1970's and 80's.

(6) Pan Am had bud vases in two different sizes; made by Bauscher, they were companion pieces to the gold stripe pattern, but did not have the stripe.



Figure 4

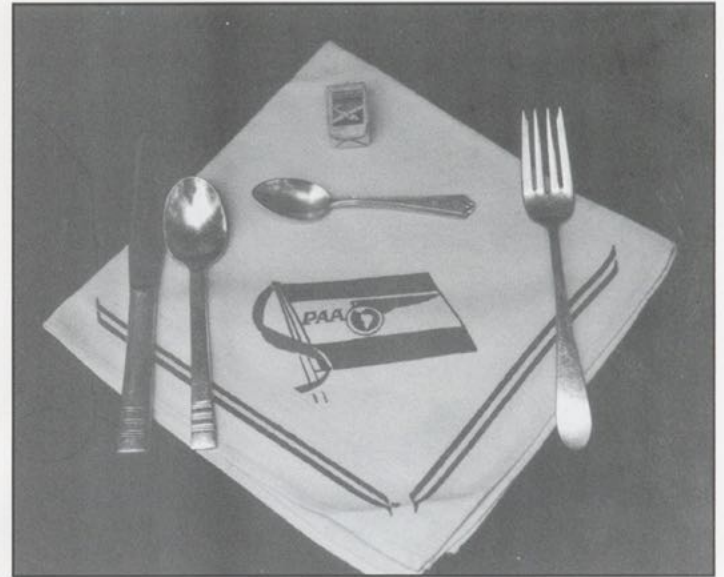


Figure 7



Figure 5

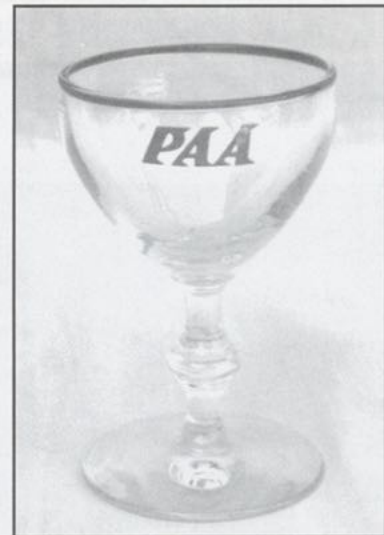


Figure 8



Figure 6

(Figure 7) Here is an early flying boat era cloth napkin with a few silver flatware pieces, and even a sugar cube with a flying boat on it!

(Figure 8) An early PAA wine glass with markings in dark blue.

(Figure 9) Three of the President service glasses; there were 6 in all. A few also had an eagle variation with the wings extending sideways. Markings are in frosted white.



Figure 9

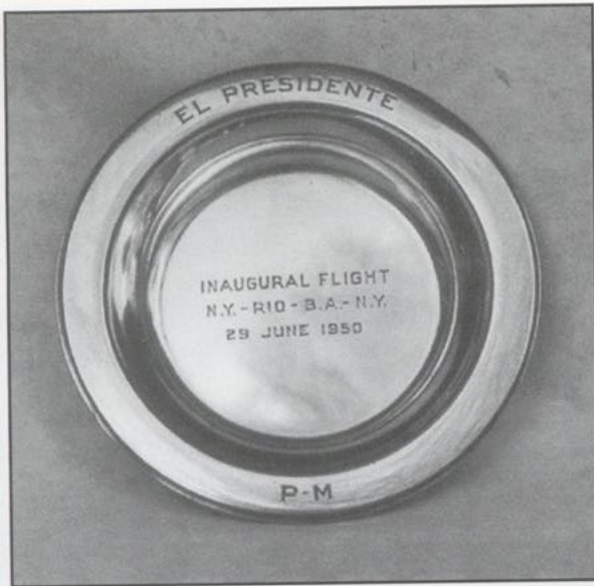


Figure 10

(Figure 10) A small sterling silver souvenir tray (ashtray?) of the "El Presidente" inaugural flight New York-Rio de Janeiro-Buenos Aires-New York, 29 June 1950.



Figure 11

(Figure 11) A tall coffee pitcher from the 1940's, made by International Silver Co.

(Figure 12) You will not be able to tell from a black & white photo, but these PAA serving pieces were GOLD PLATED! Made by International Silver Co, they are believed to have been used on a few 747 inaugural flights and then removed from service due to pilferage!



Figure 12

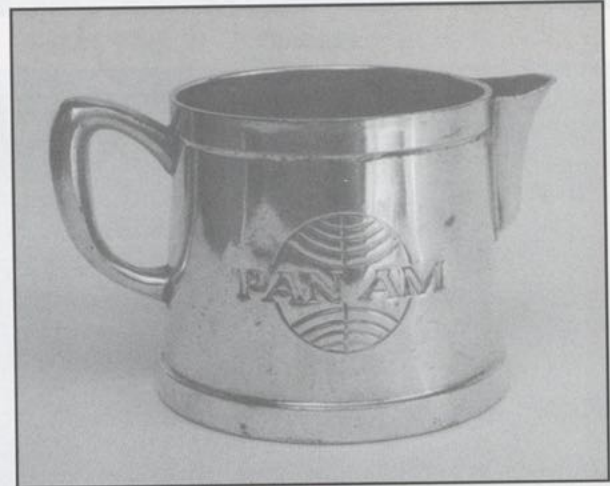
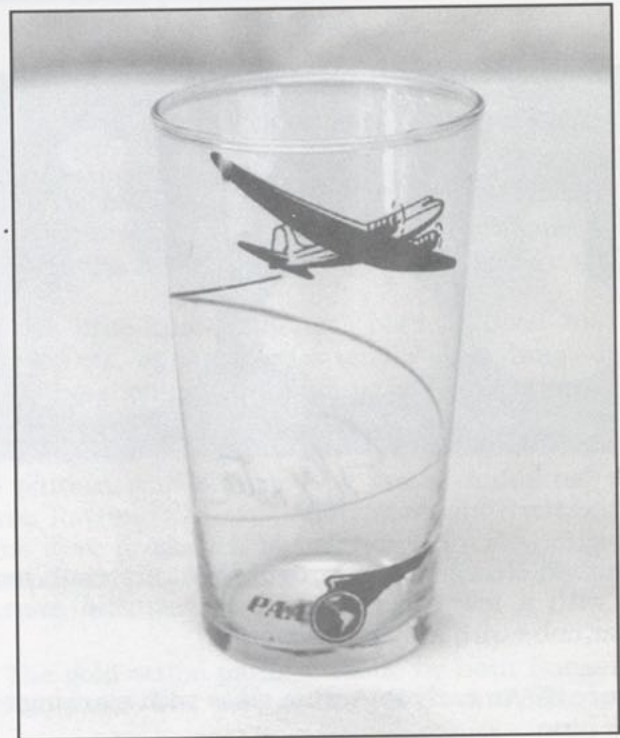


Figure 13

(Figure 13) Small creamer made by Grand Silver Co.



(Figure 14) An early 1940's PAA water glass with a DC-3; decoration is in blue

Postcard Corner

By Marvin G. Goldman

mmgoldman@rcn.com

Pan Am in Postcards

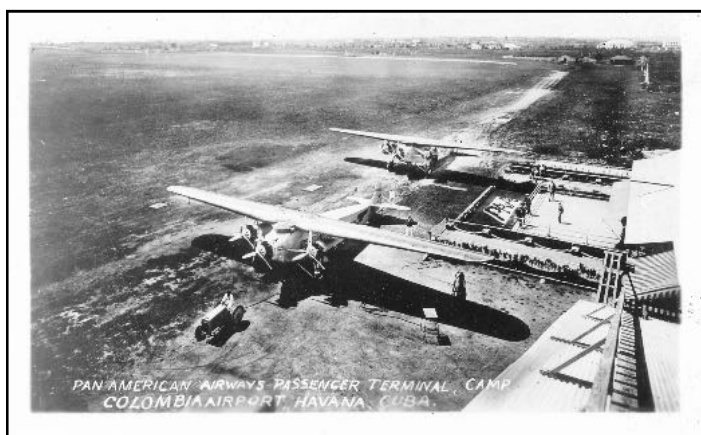
Pan American is one of the most popular airlines among aviation postcard collectors. As part of its extensive public relations program, Pan Am issued numerous different postcards of its aircraft. Many older ones, particularly from the 1930s, are of great historical interest and also difficult to find.

Perhaps the earliest set of postcards issued by Pan Am is one showing different views of its early Fokker trimotor landplanes. This coincided with the opening of a new modern Pan Am airport terminal in Miami from which it launched service on 29 October 1928 to Havana with two Fokker F-VIIa aircraft. Here is an example from this rare set:



Fokker F-VIIa at Pan Am's terminal in Miami which opened October 1928. Airline issue ("A/I"), about 1929-30. Sepia. Jack Greenbaum collection.

About the same time, several real photo postcards were produced, all of which are rare.



(Previous Column) *Fokker F-10A at Havana. Black & White ("B&W") real photo; A/I. Printed by Eagle Post Card Co., about 1929-30.*

In September 1930 Pan Am started international service to South America in a big way by completing a hostile takeover of New York, Rio and Buenos Aires Line (NYRBA). Pan Am thereby acquired the fine Consolidated Commodore seaplane fleet and the efficient operation, chain of bases and South American mail contracts and traffic rights that had been developed by Ralph O'Neill of NYRBA. This was the beginning of Pan Am's international expansion in the Atlantic and Pacific utilizing seaplanes.

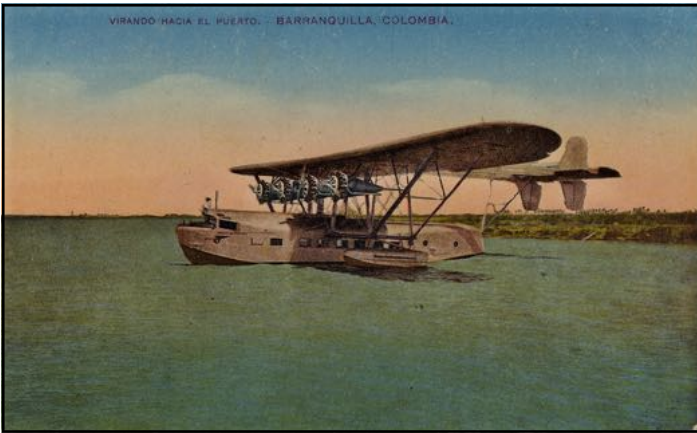
During the 1930s Pan Am issued a series of black and white postcards showing different views of its varied aircraft. Larry Myers has included on his Postcard Post website a list and description of 27 cards that he knows of in this set (see "References" at end). Cards in this series have a stamp box on the back which has wavy lines.



Consolidated Commodore NC 663M 'Flying Down to Rio'. A/I. B&W. 1930s. Part of a series published entirely or mostly in the 1930s.

Pan Am's other early seaplanes were developed by Sikorsky and included (with year of introduction) the S-38 (October 1928), S-40 (1931), S-42 (1934) and S-43 (1936), the S-40 and S-42 being four-engine larger aircraft. Pan Am's first S-40 (NC 80V) operated the first service on the 600-mile route across the Caribbean from Kingston, Jamaica to Barranquilla, Colombia – then the longest over-water air service in the world.

During the 1930s Pan Am developed a seaplane base at Dinner Key, Miami, Florida. The first flight from Dinner Key took off on 1 December 1930, and a modern terminal building was completed by 1934. Thousands of visitors watched in fascination the arrival, servicing and departure of Pan Am's seaplanes. Numerous postcards were published and mailed by these visitors as well as by passengers. These cards range from common to rare, but all are



Sikorsky S-40 NC 80V 'American Clipper' at Barranquilla, Colombia. J. V. Mogollón y Co., publishers. Back postmarked 9 June 1939.

keenly sought. The main photographer at the time was Gerecke, and postcards exist of his original black and white photos as well as colorized 'linen'-type postcards of the same views. Larry Myers' Postcard Post website (see "References" below) includes a list prepared by Jon Krupnick and Larry of 47 Pan Am postcards attributable to Gerecke with pertinent postcard numbers and titles.



Sikorsky S-42 NC 822M 'Brazilian Clipper' at Pan Am's Dinner Key base, Miami. B&W real photo by Gerecke, no. 22. 1930s.

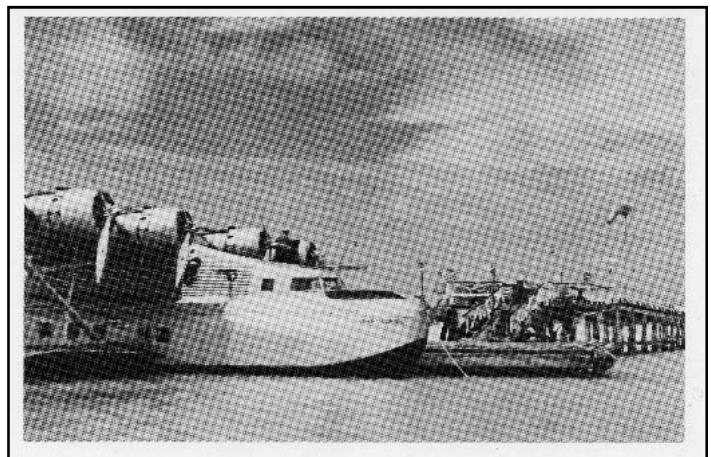


(Previous Column) Pan Am Dinner Key terminal interior, Miami, with globe. B&W real photo by Gerecke, no. 252. 1930s. The terminal, historically preserved, now serves as the Miami City Hall, and the globe is preserved on display at the Miami Science Museum.



Interior of Sikorsky S-43. B&W real photo by Gerecke, no. 26. Back postmarked 17 January 1940.

Pan Am inaugurated trans-Pacific service with a mail flight on 22-29 November 1935, utilizing a long-range new Martin M-130 'China Clipper'. On 21 October 1936, sister ship "Hawaii Clipper" inaugurated trans-Pacific scheduled passenger service. On the 50th anniversary of the 1935 flight, Pan Am duplicated the original route from San Francisco to Honolulu, Midway Island, Wake Island and Guam, landing in Manila, with a special passenger flight on a 747 'China Clipper II'. A very limited set of seven postcards with historical views of trans-Pacific 1935-36 service was issued by Pan Am as a souvenir for each passenger on that flight, and I was fortunate to be given a set by Paul Biba, one of my friends who was on the flight. Here is one of those cards:

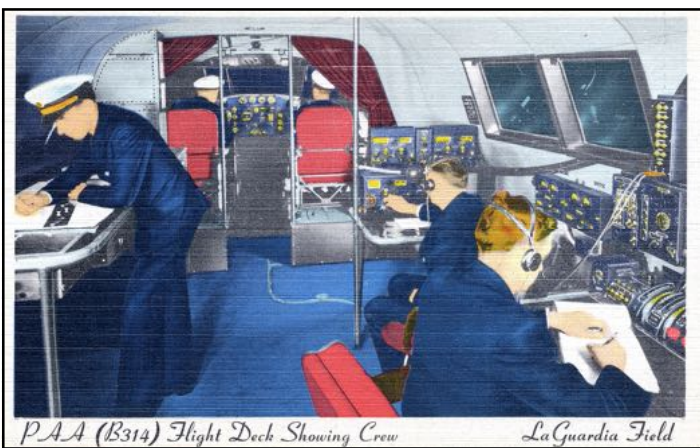


Martin M-130 NC 14714 'Hawaii Clipper' at Wake Island, 1936. B&W. A/I, 1985.

The pinnacle of flying boat service occurred with the delivery in 1939 of the Boeing 314 which could typically carry 30 – 70 passengers depending on the length of the particular flight segment. Numerous period postcards exist of this aircraft, all of which are very popular with collectors, although many are hard to find. Pan Am developed the Marine Terminal at La Guardia Airport in New York City to serve the Boeing 314s which inaugurated service to Europe. Several photographs by that airport's photographer William Hoff were made into postcards. It is believed that Hoff also took the photographs that were made into the 21-card 'linen'-type set stating 'La Guardia Field' in the lower right of the card, four of which feature Pan Am's B-314s. A list of the 'La Guardia Field' set of cards, compiled by Larry Myers and Don Preziosi, appears in Larry's website (see 'References' below).



Boeing 314 NC 18605 'Dixie Clipper' leaving for Europe from Marine Terminal, La Guardia Airport, New York City. B&W real photo by William Hoff. About 1939.



PAA (B314) Flight Deck Showing Crew. Linen. Harry H. Baumann, publisher. Card no. E-6207, no. 16 in 'La Guardia Field' set. Early 1940s.

Meanwhile, development of new improved land-planes was continuing. In 1940 Pan Am became one of two operators (the other being TWA) of the Boeing 307, the first pressurized passenger aircraft. Of the nine 307s built, only one survives, the restored Pan Am 'Clipper Flying Cloud' at the Smithsonian Udvar-Hazy Museum near Dulles Airport in Washington.



Boeing 307 NC 19910, 'Clipper Comet'. A/I. Early 1940s.



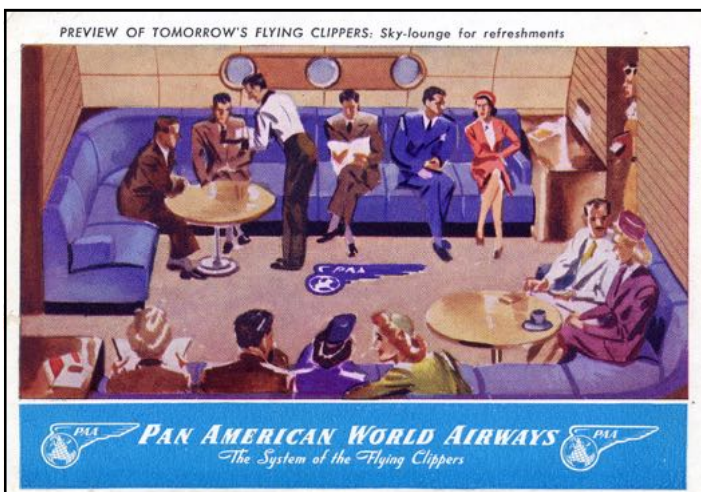
Pan Am flight attendant in front of Boeing 307 'Clipper Comet'. A/I. Early 1940s.

World War II accelerated the development of aircraft and airfields for long-range international use. Pan Am shifted to landplanes for its international flights, and launched Douglas DC-4 service in 1945.



Douglas DC-4 over Waikiki Beach, Honolulu. A/I. About 1945-48.

Interest in an experimental larger landplane, the Convair XC-99, led Pan Am to prematurely issue a set of 12 color art postcards named 'Tomorrow's Flying Clippers', showing what Pan Am's next generation of aircraft might look like. When the plane was never ordered, apparently most of these postcards were destroyed. Surviving cards are rare. Allan Van Wickler is one of the few with a complete set of 12 -- and in beautiful condition. A list and description of these cards is on Larry Myers' website (see 'References' at end).



Sky-lounge in proposed Convair XC-99, in 'Tomorrow's Flying Clippers' set. A/I, about 1946. Width of cards in this set is a little less than standard.

Here are two other leading aircraft of the late 1940s and early 1950s that served with Pan Am.

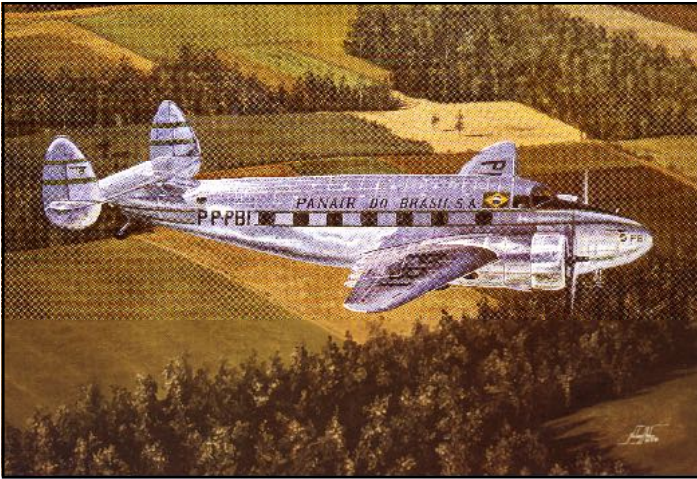


Lockheed Constellation L-749, 'Clipper America' arriving in San Francisco on first around-the-world flight, 29 June 1947. A/I, about 1983. Part of a set of Pan Am cards by artist John T. McCoy.



Boeing 377 Stratocruiser N1041V 'Clipper Yankee' at Düsseldorf, Germany. Jos. Kessel, Bonn, no. 2023. 1950s.

When Pan Am was developing its routes in Latin America during the 1930s, it established or acquired interests in about 16 airlines in the region. Here are postcards of three of the main airlines in this group (and years of Pan Am involvement) – Panair which operated in Brazil (originally NYRBA do Brasil; 1930-1966); Mexicana in Mexico (1929-1968); and Panagra on the west coast of South America (1929 to 1967 when it was sold to Braniff). Panair and Panagra postcards are two of the favorite airlines in the postcard collection of Captain's Log Editor Bill Demarest (see his website williamdemarest.com).



Panair do Brasil Lockheed 18 'Lodestar' PP-PBI, operated 1941-44. Art postcard by Brazilian aviation artist Néilson Francisco Anaia. Self-published, no. NFA-21, modern issue.



Cía. Mexicana de Aviación DC-3 at Mexico City, operated 1944-1970s. Ammex Asociados, publ'r, Mexico City.



Panagra (Pan American-Grace) DC-8 N8274H at Tocumen Airport, Panama. Between 1960 and 1967.

The jet era for Pan Am began with the hugely successful Boeing 707. The maiden 707 flight by Pan Am, from New York to Paris on 26 October 1958, was the first trans-Atlantic jet service by a U.S. airline and the first on a daily schedule. Soon Pan Am was carrying the American flag through Europe and the rest of the world with its 707s. My own first flight with Pan Am was on one of its 707s, to Panama.



Pan Am Boeing 707-300, waiting for passengers on the apron at Rome/Fiumicino airport in the early 1960s, while a 707 of its main international competitor, TWA, sits nearby. Card no. 12001 printed by Alterocca, the largest postcard printing facility in Italy at the time, on behalf of OTO, one of Rome's largest souvenir distributors. Card image and information courtesy of Leonardo Pinzauti.

Following World War II, and until 1990, Pan Am operated a special 'Internal German Service' connecting several West German cities with Berlin. Their prop aircraft and later Boeing 727s played a large role in this service, and there are many German-issued postcards showing Pan Am aircraft in that country.



(Previous Page) *Boeing 727-100 N320PA 'Clipper John Alden' at Tempelhof Airport, Berlin. Published by Kunst und Bild, Berlin, no. C2319.*

The peak of Pan Am jet service was reached with the Boeing 747 which the airline introduced on its international routes on 22 January 1970 and utilized until it ceased operation in 1991. After 1977 when Pan Am was allowed to add domestic U.S. service, my family and I were able to travel in its spacious 747s between our residence in New York and my native home in Los Angeles. In addition to numerous Pan Am-issued cards showing the 747 in flight, private publishers have produced many airport cards showing Pan Am 747s.



Pan Am Express ATR 42-300. Sticker postcard published by COLOCO, Versmold, Germany. Between 1986 and 1989.



Boeing 747-100 N738PA 'Clipper Belle of the Sea' at San Juan, Puerto Rico. Published by Francisco N. Castagnet, San Juan, no. 10x110928. 1970s.

In 1986 Pan Am acquired Ransome Airlines, renamed it "Pan Am Express", and used it as a commuter feeder airline to major Pan Am destinations such as New York and Los Angeles. Contracts were also entered into with a few other commuter airlines to operate as Pan Am Express. Upon Pan Am's demise in 1991, Pan Am Express was sold to TWA which renamed it Trans World Express.

Notes: Except as noted, the original postcards of the above are in color, published in standard or continental size, and from the author's collection. I estimate their availability as – Rare: The first 9 cards shown (except for the Dinner Key interior one), and the XC-99 lounge, DC-4 and 747 cards; Uncommon: Dinner Key interior, B314 flight deck, B307 (both), B377, Mexicana DC-3, 707, 727, Panagra DC-8 and Pan Am Express cards; Common: the L749 and Panair L18 cards.

References: Davies, R.E.G., with illustrations by Mike Machat, "Pan Am: An Airline and its Aircraft", Paladwr Press (1987); Davies, R.E.G., "Airlines of

the United States since 1914", Smithsonian Institution Press (1972); Banning, Gene, "Airlines of Pan American since 1927", edited by R.E.G. Davies, Paladwr Press (2001); Krupnick, Jon E., "Pan Am's Pacific Pioneers" (1997) and "Pan American's Pacific Pioneers: The Rest of the Story" (2000), each published by Pictorial Histories Publishing Co.; Van Wickler, Allan, "Postcard Corner: Juan Trippe in the Caribbean and Latin America", Captain's Log, vol. 25, no.3, pp. 14-18 (2000).

Websites: www.postcardpost.com by Larry Myers, tab "The Green Door", then tabs "PAA's Vintage Set" (1930s Pan Am postcard series), "Gerecke Gems" (1930s Gerecke Pan Am photo postcards, by Jon Krupnick and Myers), "LaGuardia List" (1940s 'La Guardia Field' set description by Myers and Don Presiozi), and "Pan Am's Panacea" ('Tomorrow's Flying Clippers' set description by Presiozi with Bob Johnston's images); www.williamdemarest.com ("World of Airline Postcards") by Captain's Log Editor Bill Demarest, tab "Airline Web Pages", then tabs on "Pan Am", "Mexicana", "Panagra" and "Panair do Brasil"; www.ovi.ch/b377/pcs/paa.html (Pan Am B377 Stratocruiser postcards); www.clipperpioneers.com, tab on powerpoint history of Pan Am; www.panam.org (Pan Am Historical Foundation).



Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

A Pair of Pan Am's

A person should likely expect that there is no shortage of Pan American model airplane kits. Here are two of mine which are very different and help to showcase some of the Pan American "mystique". Both models are built almost "out of the box" and each showcases a very different glimpse of the Pan American airline. One is an Airbus A310 and the other a Boeing 2707-300 SST.

Revell released their A310 kit in Pan Am markings in 1985. Pan Am ordered A300s, A310s, and A320s in the summer of 1984. The A310s arrived in the spring of 1986 making Pan Am the first US airline to operate the A310. Pan Am operated 21 A310s between 1985 and 1991 when they were transferred to Delta when Pan Am ceased operations. The kit decals are interesting in that the plane does not have Clipper titles and has the original French registration F-WZEC. The decals are accurate for the time before the plane was given a US registration and flying for Pan Am. I give the kit an average/above average rating though I am certainly not an Airbus expert. Nothing stuck out either positive or negative about the kit plastic but I did have some pretty big issues with the kit decals. I would have expected nothing different from a 1985 era kit decal. I ended up filling and puttying the windows. The boxart model shows the windows left open which I wanted to improve upon. I also used Scotch tape to line the engine intakes to hide the seams which worked out OK. I used Testors camouflage gray for the wings, classic white for the fuselage, and bare metal metalizer for the leading edges and engine metal sections. I used decals for the center wing gray sections as well.

I've ended up decaling the model twice over the years. Airbus widebodies have a distinctive upslope of the windows towards the aircraft tail. When I first decaled my model I thought I followed the window instructions and ended up with the windows sloping down instead of up. It looked just plain weird. The Pan Am billboard decals seemed off as well with the escape hatch and Pan Am not lining up on both sides of the model. I concluded that both sides of the decal were mirror images and I needed to do some cut/paste work to make the escape hatches and titles line up. The kit decals also had the thick "cottage cheese" glue on the back. So my first generation model had the down sloped windows, mismatched billboard titles, and turn brown



Photo Credit: AirlinerCafe.com - Ahmed Orgunwall



Photo Credit: BoxArtDen.com - Christian Bryan

decal glue. I managed to get another decal and was on my way to a re-finish. I stripped off the original decals using Scotch Tape that pulled off 95% of them. A quick swipe with a Scotchbrite pad removed the rest. I removed the escape hatch from the billboard title and moved it over a few windows. I rinsed off the "cottage cheese" glue from the decals before applying them, and put on the windows decals with the upslope this time. The windows look better and I'm pretty sure they are on the right way this time. As an aside to the decals I've found Two-Six Pan Am A310 decals, that include the Clipper Titles.

The second model is the Entex Pocket Pack Boeing 2707-300 SST. It is 1/600 scale. Based on its small size it could be mistaken for a diecast but it really is a plastic kit. The Boeing 2707 was the American contribution to the SST program. The design was more elaborate than that of the Concorde. The kit represents a 2707-300 version and I believe it is the only model of the later version. The 2707-200 was one of the earliest wide-body designs slated to have 2-3-2 seating and was intended to carry 250 passengers. The design initially had a swing wing and Boeing added canards both which added unacceptable weight. The later design of the



Revell Airbus A310 kit in Pan Am markings. Model and photo by the author.

Entex Boeing 2707 in Pan Am markings. Model and photo by the author.



2707-300 eliminated the swing wing, added horizontal stabilizers, and simplified the tilting nose to a single hinge. The new design also seated only 234 passengers. In May 1971 the US Senate rejected further funding for the program, and the Boeing 2707-300 program was cancelled on May 20th, 1971.

During the 1960's Pan Am seemed to have a mystique about world travel. The Pan Am Orion Shuttle Craft and crew from 2001 A Space Odyssey movie left a lasting impression on me. Pan Am also established a waiting list for future flights to the moon and issued free "First Moon Flights" cards to people requesting them. Virgin may end up being the first airline to fly a passenger into space but Pan Am thought of and promoted the idea first. Pan Am was the first US airline to express interest in the Boeing 2707 and had reserved 15 delivery spots.

The Entex 2707-300 kit is part of the Pocket Pack series which were small scale airliners. Other kits included an Eastern DC8, American 727, and United 737-200. Assembly of the 2707-300 was pretty straightforward. I decided that I wanted to model the plane with the nose tilted for landing which took a fair amount of work with putty and styrene filler but was worth the effort. Painting the landing gear was interesting and I used a toothpick for the small detail work. I used Tamiya spray paint to paint the model. The kit decals weren't very good when they were produced and they were yellowed when I was deciding whether or not to use them. Drawdecal does make a number of decals for the 1/200 scale Revell 2707-200 kit. I contacted Greg Drawbaugh and had him print me a set of the Pan Am decals in 1/600 scale for my kit. As the -300 was shorter than the -200 I used less of the cheat-line decal. No one should be counting windows on my model. The kit has a slot for a stand but mine didn't come with one. I robbed one from an Academy small-scale TU144 kit and used the 2707-300 title from the decal to label the stand.

I'm quite happy with both of my Pan American models. Both the A310 and 2707-200 showcase different parts of Pan American Airlines. The A310 was part of the airline towards the end and the 2707-300 was a bold vision for what airline travel might have become. So far the 2707-300 is my personal record for the smallest scale model airliner I have built.

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2010
NEW YORK**



WAHS would like to gratefully acknowledge in public the donation of airline memorabilia from the estate of Robert Bonyman. The proceeds from this donation will fund WAHS activities to benefit all members. Please keep WAHS in mind if you're making arrangements for your own collection

Dear Mr. Bonyman,

On behalf of the World Airline Historical Society I want to thank you for the gift of Robert's aviation collection. He was very wise to leave his valued collection to the Society. The entire membership has been made aware of his philanthropy.

I have recently returned from our annual convention in Orlando, Florida. Everything that the Monroe Bank sent to us, was offered to the membership during our convention. Our members purchased every item in his collection, which now rests in the hands of our members, all over the world. The Society will net well over \$7,000.00 from the sale of Robert's donation.

Once again, please accept the thanks of the World Airline Historical Society, and a personal thanks from me. His treasured collection went to others who appreciated what he had collected over the years. This is exactly what should happen to all of our members collections, and is the perfect memorial to a wise gentleman, the late Mr. Robert G. Bonyman.

Sincerely,

Duane L. Young
President, World Airline Historical Society

(Continued from page 34)

The following wing images of the mystery "W" airline comes from Derek Hughey. The wing is from Vancouver Island and doesn't have the 'normal' American wing attachments on the reverse side. Who, where and when?



Beth & Ken

Safety Cards

By Fons Schaefer

f.schaefer@planet.nl

Pan Am's World in Safety Cards

Pago Pago, Palam, Panama, Papeete, Paramaribo and Paris were just a few of the world's many exotic places served by Pan Am. In its heydays, Pan Am was the standard in international aviation. Already in 1964, aviation historian Davies wrote: 'Wherever the big jets of Pan American fly, that is the standard by which all others are judged'. (note 1) It was the only airline ever offering a round-the-world service. Flight 1 daily operated westbound starting in Los Angeles at 9 in the morning and arriving 11 stops and 56 hours later in New York. Flight 2 flew a similar route with the same stops eastbound but, thanks to prevailing westerly winds, scheduled to reach San Francisco (rather than LA) in 6 hours less. (note 2)

Has Pan Am set a standard for safety cards? It may well be possible that printed safety information was available on the Clipper flying boats, but I have not seen any proof of that, so it is hard to say.

The earliest Pan Am card I am aware of is an L-049 folder that probably stems from about 1946 - 47. It was covered in Log 31-4, except for the raft accessory kit contents, see Figure 1. Particularly noteworthy on that card is the seatback position in preparation for an emergency: fully reclined! A few years later, Pan Am used a single sheet pamphlet with text instructions only, in English and Spanish. Except for the seat brace position - now vertical, as it would remain ever since - it shares the same set of instructions as the Constellation folder, starting by saying that:

'Pan American World Airways is the recipient of many safety awards; but it is sensible that everyone who travels, whether by boat, train or plane, should be acquainted with emergency equipment and procedure.'

Note the subtle 'but' in that sentence and the implication that air travel was then as safe as rail or sea travel.

Design for impact, my reference book for early safety cards, contains a Boeing 377 safety card, which is probably from about 1950. Apart from the introductory text it contains the same information, including the following about the captain's authority:

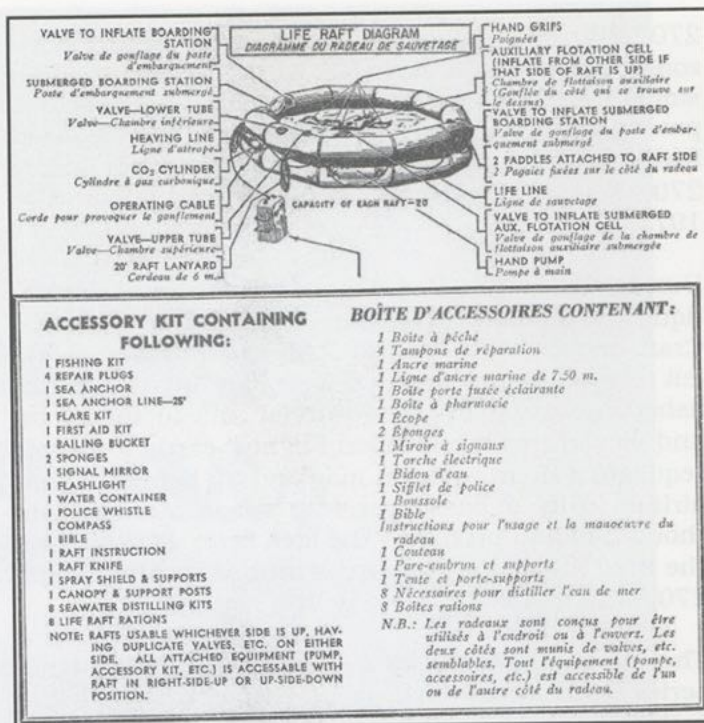


Figure 1

'Remember that while the Captain may have played the genial host under normal conditions, his authority is absolute at all times. Under emergency conditions he can brook no compromise or question from either passengers or crew.'

The exit diagram is reproduced in Figure 2. Note that the distribution of exits over the two sides is all but symmetrical, which became the norm when jets were introduced. The starboard side has twice as many exits as the port side, including three on the lower deck.

Pan Am's success didn't last forever. Analysts such as Robert Gandt say that Pan Am reached its top in the early 1970s, shortly after having introduced the 747 to the world of air travel. (note 3) The airline then suffered a spate of crashes in those years. In a period of only 9 months (22 July 1973 - 22 Apr 1974) it lost five 707s in fatal accidents. One of those was in Pago Pago, American Samoa. This is one of very few airline accidents where the investigation report mentions the use of safety cards - or rather, the lack of it. Tragically, although the accident was survivable, many occupants perished because of smoke and fire. According to the NTSB this was for a combination of factors, one of which was 'passenger inattentiveness to the pretakeoff briefing and the passenger information pamphlet'. All the survivors, 5 in total, reported that they listened to the pretakeoff briefing and read the pamphlet. They

1 - R.E.G. Davies, A history of the world's airlines, 1964, p.485
 2 - Pan Am, Feb.1969 system time table
 3 - Robert Gandt, Skygods - The Fall of Pan Am, 1995

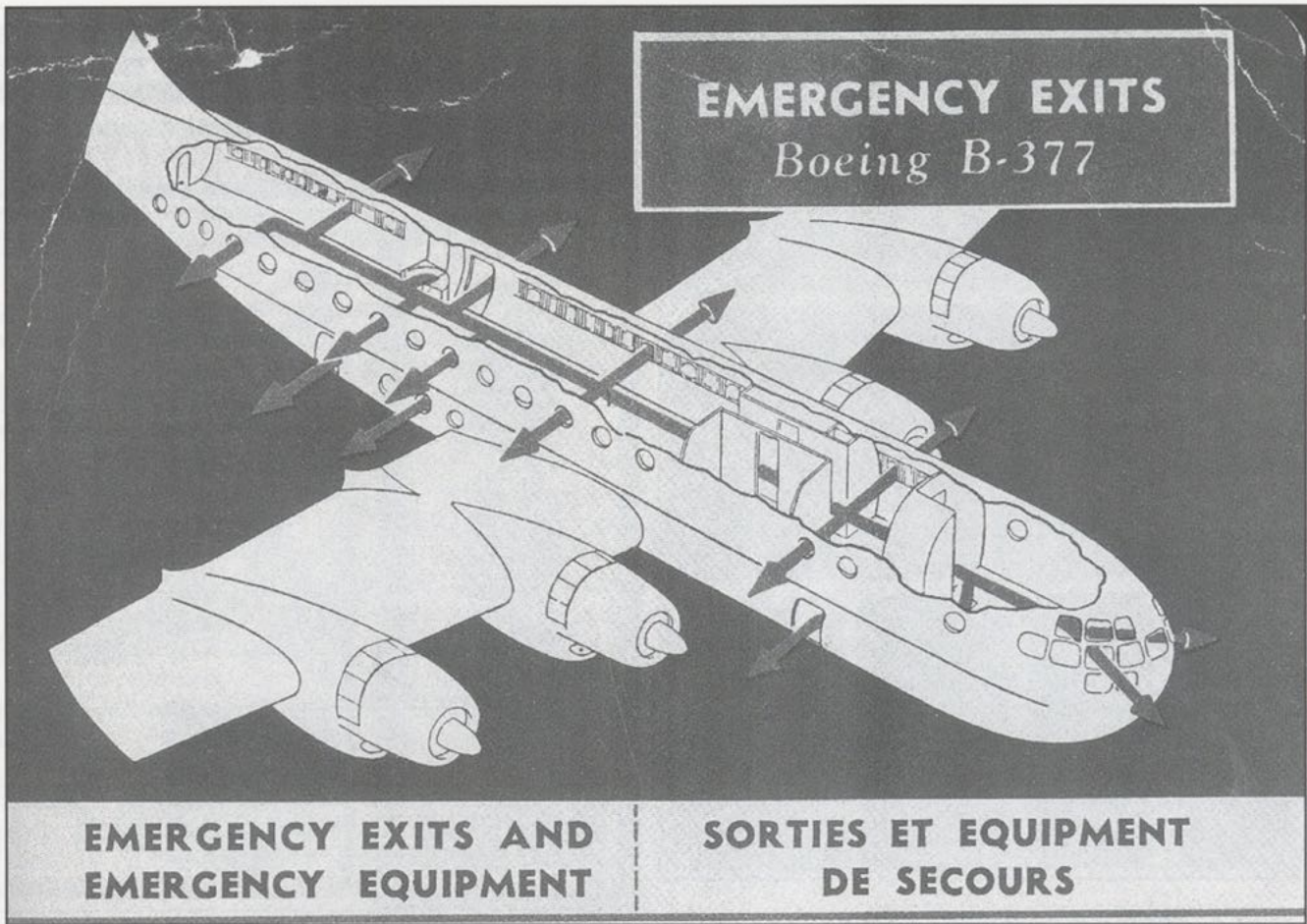


Figure 2

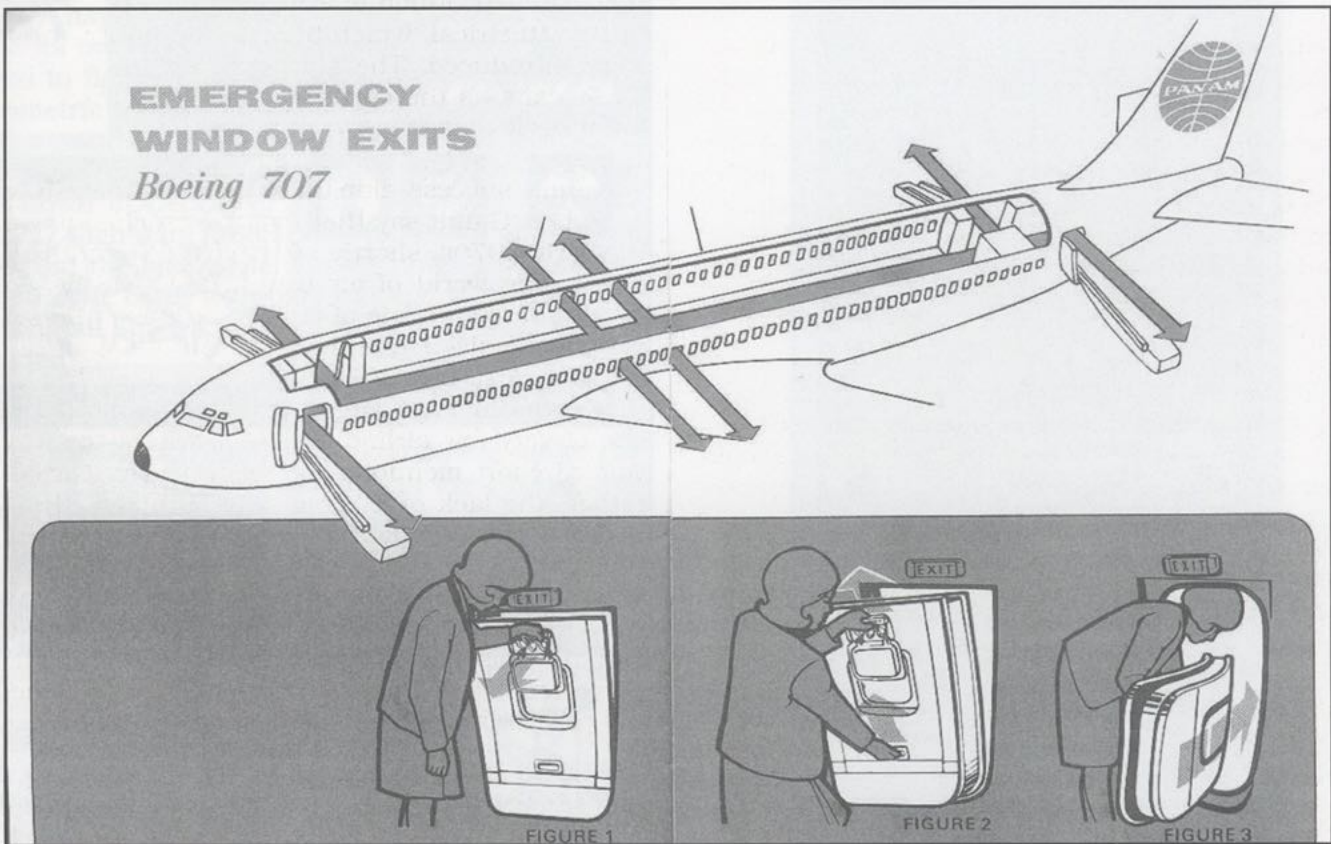


Figure 3

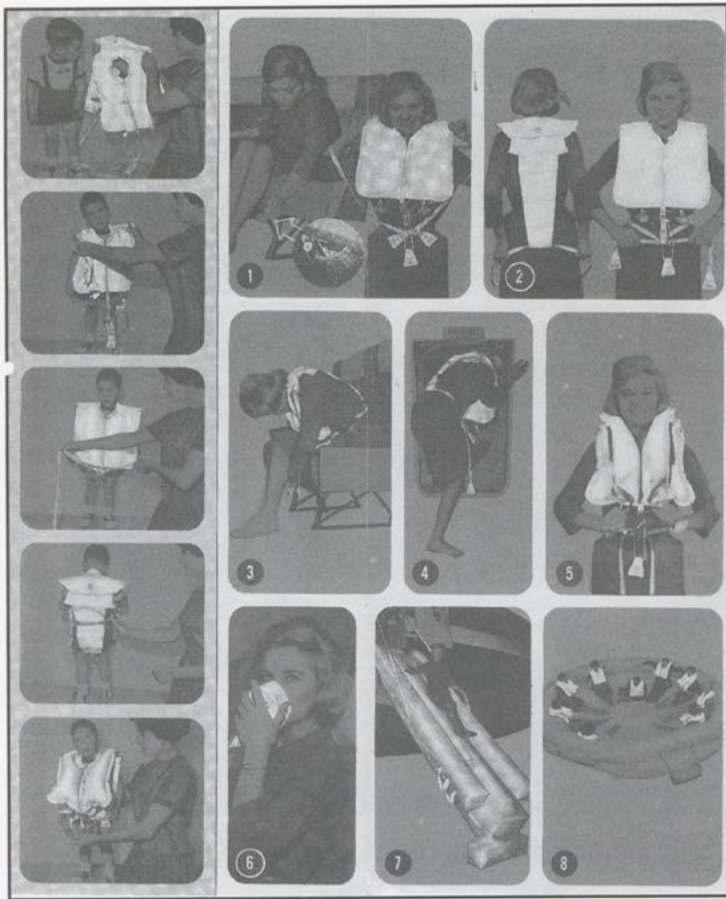


Figure 4 (above) Figure 5 (below)

L-1011
Just in case...

PAN AM.
For the safety of others please do not remove card from airplane

Copyrighted 1979 by Inavation Research Corporation 925-370360

A 310 **PAN AM**

SAFETY INFORMATION

PLEASE DO NOT REMOVE CARD FROM AIRPLANE

1. 2. 3. 4.

922-318690

PAN AMERICAN WORLD AIRWAYS 1964 All rights reserved.

Figure 6 (above) Figure 7 (below)

Safety Information

CONSIGNES DE SECURITE
SICHERHEITANWEISUNGEN
ISTRUZIONI DI EMERGENZA
INSTRUÇÕES DE SEGURANCA
INFORMACIÓN DE SEGURIDAD

727

PLEASE DO NOT REMOVE CARD FROM AIRPLANE
PRIERE DE LAISSER CETTE CARTE A BORD
DITTE DENN KARTEN AN BORD LASSEN
SI FREGA DI LASCIARE QUESTO CARTONCINO A BORDO
FAVOR DEJAR ESTE CARTÓN A BORDO
ROGAMOS DEJAR ESTA CARTILLA A BORDO

PAN AM

1. 2. 3. 4.

922-318690

all had used overwing exits. The NTSB found that most passengers who succumbed were on their way to the door exits through which they had originally entered, rather than the window exits, which were nearest and concluded 'that they either did not comprehend the pretakeoff briefing or they reacted to the emergency without thinking'.

The pamphlet that Pan Am used at the time was probably the booklet shown in figures 3 and 4, dated 2/70. This 16-page booklet mainly contained text in 8 languages. Exit location and operation was as shown on figure 3, augmented with text. This graph shows operation of the window exits; there was a similar one for the door exits. For both, the same airplane illustration was used without hinting which were the door exits and which the window exits. The booklet also contained a fold-out photograph page (fig. 4) with 13 panels, 10 of which about life vests. The remaining were on oxygen use, escape slides and life rafts. This emphasis on flotation devices echoed the ditching decade (1950s) which Pan Am apparently had not yet recognised as being over.

Shortly after the NTSB report was published, and possibly triggered by its findings, Pan Am used the services of a specialised company, Interaction Research Corporation, for developing and producing safety cards (note 4). A sample is reproduced in figure 5. These cards did point out the nearest exits for each cabin area. Apparently the airline wasn't entirely happy with those cards as from 1984 it made its own again. Initially the style was used as shown in figure 6. Unique about these cards is the asymmetric folding of the front page. From about 1988 onwards a different style was used, see fig. 7. This quite likely was the style in use when Pan Am shut down in December 1991. On board both 747 and 727 flights in 1988 I observed cards of both the 1984 and the later style. Fig. 8 shows a misprint of a 1988 style card, with only red and yellow printed, omitting all shades of black. Which airplane type is intended?

Affiliated with Pan Am in the late 1980s was commuter airline Ransome Airlines operating under the Pan Am Express brand, not only in the US but also on the Berlin based intra German services. This airline had safety cards made independent of Pan Am itself. In fact, it was Carl Reese, flight attendant at that airline and the first editor of this section of the Log, who made the cards under his company name Cabin Safety International. Fig 9 shows the German version.

Pan Am may have gone, but its name and fame continues to inspire. Caroline Reid, an Australian comedy artist runs a theatre show, mocking air travel,

under the name Pam Ann. She tours the USA in October 2009. From Wikipedia: 'Performances tend to emphasise the vagaries of air travel, including the identifying quirks of various airlines around the world, mixed with a generous dose of ribald humour and double entendre.' The program is in the form of a realistic safety card, which upon closer inspection, reveals some quite humorous fantasies of air travel, see figures 10 and 11.

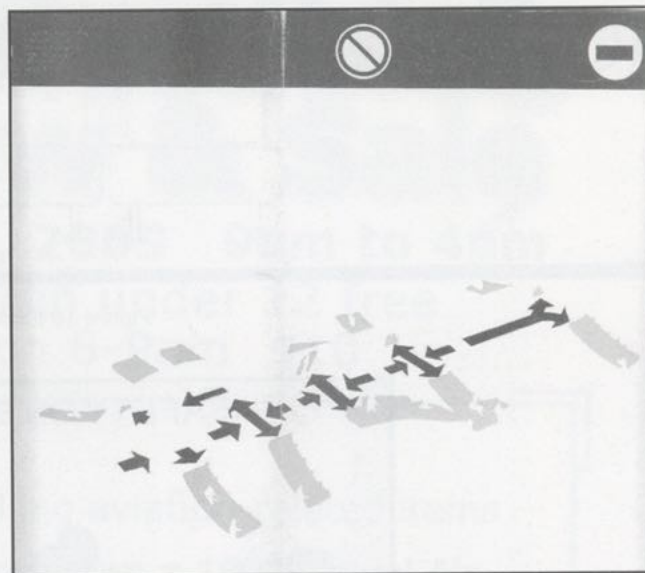
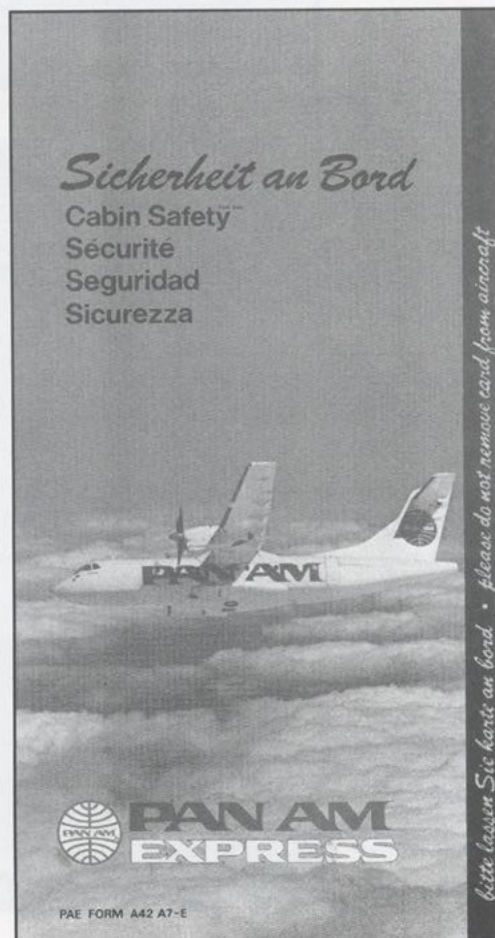


Figure 8 (above) Figure 9 (below)



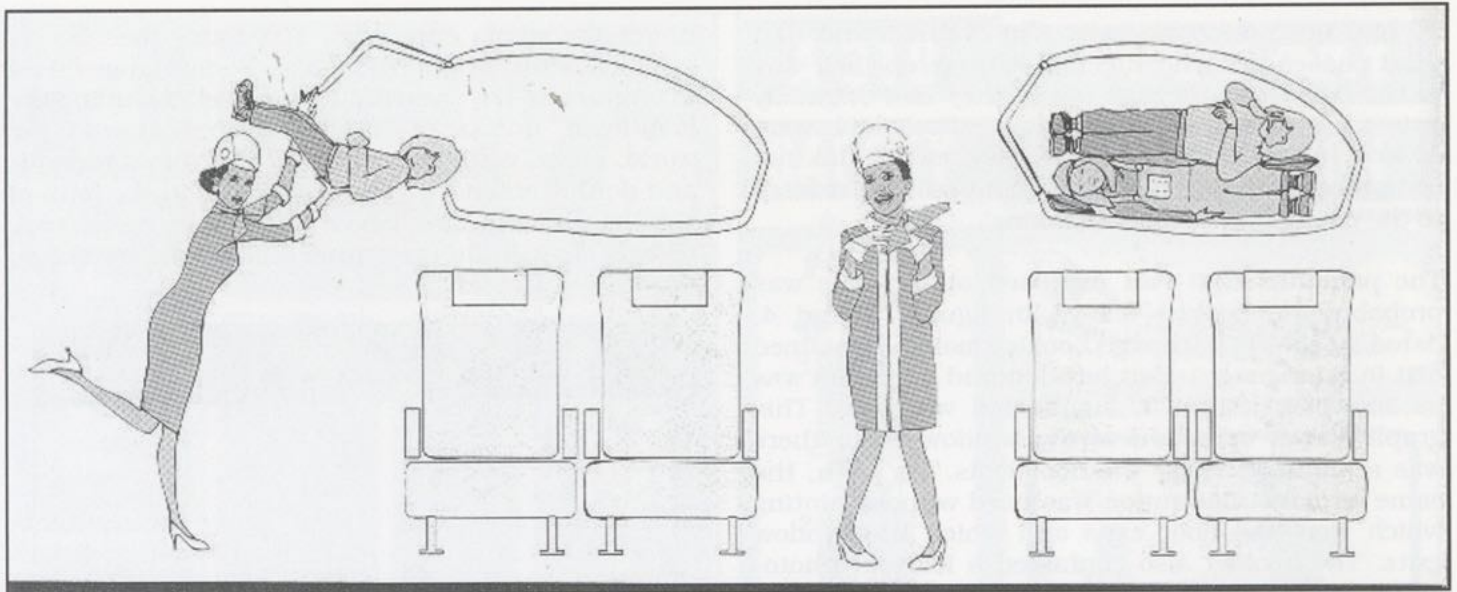
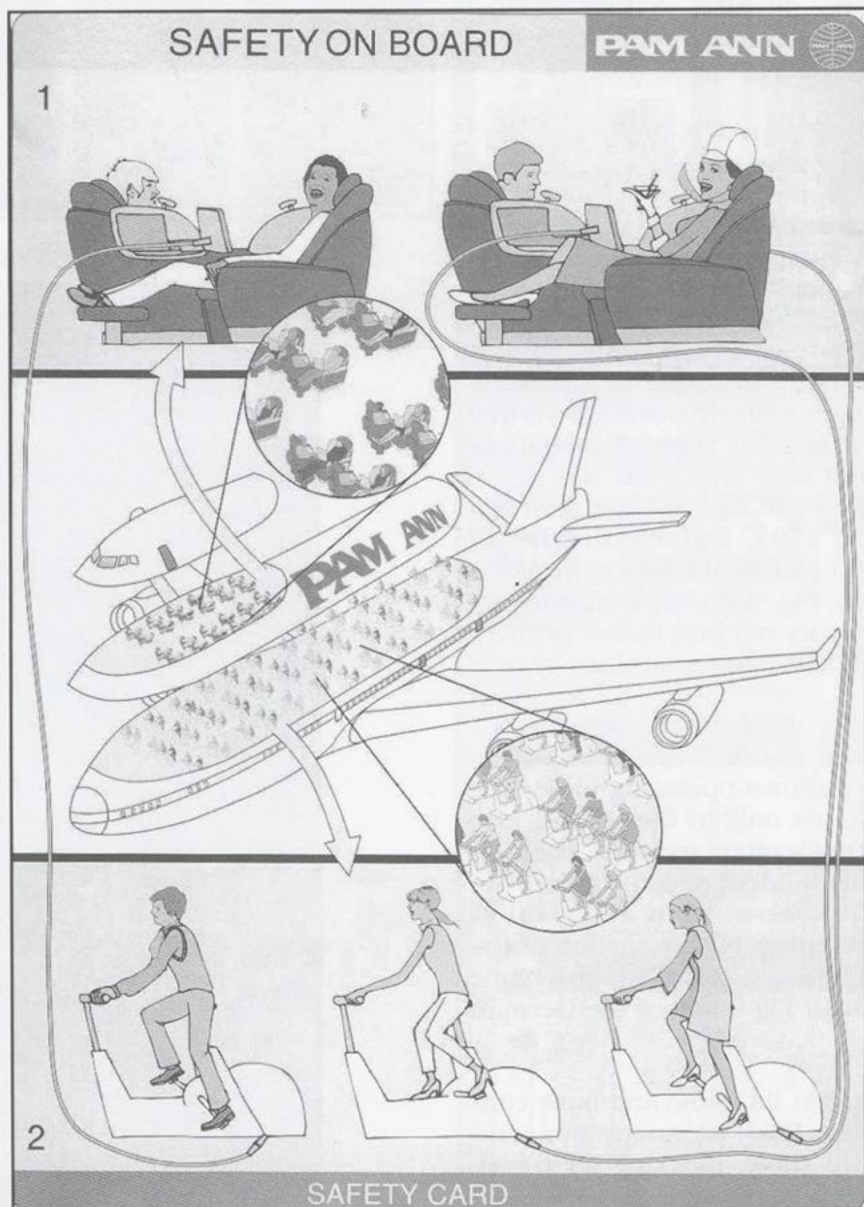


Figure 10 (above) Figure 11 (below)



Flight Exchange

23rd Annual Atlanta



Airline Collectibles Show & Sale

Saturday, October 17, 2009 9am to 4pm

Admission \$5 Children under 12 free

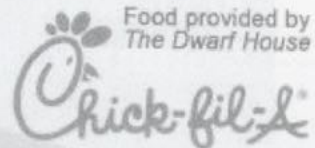
Early Bird Admission 6-9am \$10

Highlights include:

- ▲ A wide variety of vendors selling aviation-related items
- ▲ Historic aircraft on display, including a 1931 Travel Air, a 1936 Stinson Reliant, and the first DC-3 to carry Delta passengers in 1940
- ▲ Tours inside The Spirit of Delta B-767



The Delta Air Transport Heritage Museum will be the host of the show. Show will be held in Delta's Historic Hangars 1 & 2. Entrance will be at the rear gates of the Delta World Headquarters, off Woolman Place.



RENAISSANCE
CONCOURSE HOTEL
ATLANTA AIRPORT

The Renaissance Concourse Hotel is the official show hotel and is offering a special rate of \$89. When calling 1-888-639-6710, guests should reference "Airline Collectibles Show". If making reservations at www.renaissanceconcourse.com, the group code is aicaica.

For table reservations and show information, please contact **Greg Romanoski** at greg.romanoski@delta.com or (404)715-7886

Delta Air Transport Heritage Museum, 1060 Delta Blvd. Bldg B, Dept. 914, Atlanta, GA 30354

www.deltamuseum.org



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Wanted: The Cincinnati Aviation Heritage Society & Museum www.cahslunken.org is seeking information having to do with airports, General Aviation and Airline Operations at Cincinnati's Lunken Airport and airports within a 100 mile radius of Cincinnati. Large airports like DAY, IND, CMH, SDF and LEX would be included, but focus is on the smaller airports where historic activity may have occurred. Places where a first airport in the region or first in a community would be of interest as well as visits by famous aviation personalities such as Lindbergh, Hughes, Post and others. On our web site, you can click the stories link to get a feel for information we seek. Contact Charlie Pyles, 238 Misty Cove Way, Cold Spring, KY 41076-8513 (859-442-7334 most evenings) or e-mail cpyles@cahslunken.org.

WANTED: Airline issued postcard of BWIA's Airbus A321 and AB Airlines 737 (United Kingdom). Willing to trade or purchase. Please contact: Bill Demarest, 1018 Featherstone Circle, Ocoee, FL 34761 or email airlinepostcards@aol.com

WANTED: Airliners International Convention Memorabilia. The WAHS Office is looking for lapel pins, wings, stickers, post cards, and other AI logo items (except booty bags) from our 31 years of international conventions. Unfortunately, a sample of each of these logo items was never retained by Society headquarters. If you can help, please contact Treasurer Jay Prall: jayeprall@msn.com or 503-657-4540 (West Coast time).



WAHS Logo Items

Proudly Show Your Support

Wherever You Go!



We now have available WAHS hats, shirts, jackets, stickers and name pins available for purchase. A limited edition poster with the first 30 Airliners International show logos is available for \$10. Please see the 'Sales' section of our website <http://www.WAHSONline.com> for additional photos, pricing and ordering information.

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

The World Airline Historical Society is not responsible for the accuracy of the following show listings. See WAHSONline.com for a complete show listing. Always check with the individual show promoter to insure the event is still scheduled as stated before making your travel plans. Please send your show listing to editor@wahsonline.com or to WAHS headquarters.

18th ANNUAL HOUSTON AIRLINE COLLECTIBLES SHOW

Saturday, October 3, 2009. 1940 Air Terminal Museum at Houston Hobby Airport., 8325 Travelair Rd (west side of Hobby Airport). Show hours: 9 am until 3 pm. Special rate of \$69/night at the Holiday Inn Houston Hobby Airport, 8611 Airport Blvd, phone (713) 946-8900. For show information and tables, contact Duane Young, jetduane@bellsouth.net or call (504) 458-7106.

TORONTO AVIATION & AIRLINE COLLECTIBLE SHOW

SUNDAY, October 4, 2009. Holiday Inn East, 600 Dixon Road, Etobicoke, Ontario. Show hours: 10 am to 3 pm. Admission: \$5 CA. For information, see www.torontoairlinershow.com or email aitor@sympatico.ca.

SEATTLE AIRLINE COLLECTIBLE SHOW

Saturday, October 10, 2009. Museum of Flight at Boeing Field, Seattle, WA. Show hours: 9am - 3pm. Contact: Greg Mattocks, PO Box 1455, Bothell, WA 98041. See our website for complete attendee and dealer information: www.seattleairlineshow.com Email: info@seattleairlineshow.com or mattocks@verizon.net

ATLANTA AIRLINE HOBBY SHOW

Saturday, October 17, 2009. Delta Air Transport Heritage Museum, Atlanta Airport. Show hours: 9 am until 4 pm. Admission \$5, children under age 12 free. For information, contact Greg Romanoski at greg.romanoski@delta.com or +1.404.715.7886.

BRUCONVENTION 2009

Saturday, October 17, 2009. Zaaventem, Brussels, Belgium. For complete details, contact: Olivier Lamoral via email at bruconvention@hotmail.com

CHICAGOLAND AIRLINE COLLECTIBLE SHOW

Saturday, October 24, 2009. Holiday Inn/Elk Grove Village, 100 Busse Road. Free hotel shuttle from ORD. Show hours: 9 am until 3 pm. Special hotel rate of \$89/night. For information, contact Steve Mazanek (773) 594-1906 or s.mazanek@comcast.net.

3rd ANNUAL BAVARIAN MODEL SHOW

Saturday-Sunday, October 24-25, 2009. Plastic-Model-Club Erding. City Hall, D-85435 Erding, Bavaria, Germany. Information: www.bayerische-modellbautage.de or www.plastik-modellbau-club-erding.de. Contact: Josef Schmidt, Postfach 82 01 35, D-81801 Munchen/Munich, Germany. Email: pmce@gmx.de

NEW YORK CITY AIRLINE COLLECTIBLE SHOW

Saturday, November 7, 2009. LaGuardia Airport, New York. Courtyard by Marriott Hotel. Contact: Basilio Pipinos, apipinos@aol.com.

FRANKFURT AIRLINE COLLECTIBLE SHOW

Saturday-Sunday, November 7-8, 2009. Turnhalle, 4 Saarbrucker St., Schwanheim Village (near Frankfurt International Airport). Email: tauschtage-luftfahrt@gmx.de

SYDNEY AVIATION MODEL SHOW

Saturday-Sunday, November 14-15, 2009. Passenger Terminal, Bankstown Airport, Sydney, Australia. Saturday: 10am to 7pm, Sunday: 10am to 5pm. For information, see www.sydneyaviationmodelshow.com or email drizk@sydneyaviationmodelshow.com

20th ANNUAL MIAMI SLIDE FEST & COLLECTIBLES SHOW

Wednesday-Friday, January 13-16, 2010. Comfort Inn & Suites, Miami International Airport, Miami, FL. For information, see www.air72.com/miami2010.htm or email Joe Fernandez, n314as@yahoo.com. Airline Collectible Show on Saturday, January 16.

LOS ANGELES AIRLINE MEMORABILIA SHOW

Saturday, January 23, 2010. Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, CA 90245. Contact: David Cherkis (dcflyer@cox.net) via phone (702) 360-3615 or Marshall Pumphrey (mpumphr@aol.com) via phone at (562) 987-1904.

LOS ANGELES AIRLINE MEMORABILIA SHOW

Saturday, June 19, 2010. Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, CA 90245. Contact: David Cherkis (dcflyer@cox.net) via phone (702) 360-3615 or Marshall Pumphrey (mpumphr@aol.com) via phone at (562) 987-1904.

SEATTLE AIRLINE HOBBY SHOW

Saturday, October 9, 2010. Museum of Flight at Boeing Field, Seattle, WA. Show hours: 9am - 3pm. Contact: Greg Mattocks, PO Box 1455, Bothell, WA 98041. See our website for complete attendee and dealer information: www.seattleairlineshow.com Email: info@seattleairlineshow.com or mattocks@verizon.net

Airliners International 2009 Photo Contest Winners



1st Place Aerial: Eric Hillyer. St. Petersburg, FL. Aboard DL 757-200 N668DL holding near Atlanta January 19, 1998.



Spirit of Flight: Darrell Gilstrap. Flowery Branch, GA. Clear blue sky for this JetBlue A320.



Pan Am L-1011-500 TriStar N501PA at San Francisco, October 1982. Photograph by Tom Livesey.

Photographs via Aviation Photography of Miami Collection.

Pan Am Boeing 737-200 N68F at Miami, July 1988.

